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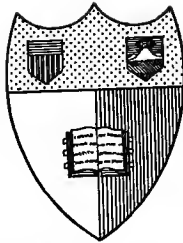


*The Commission of
H. M. S. Sutlej*



1904-1906

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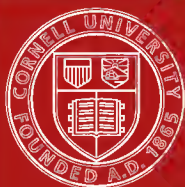
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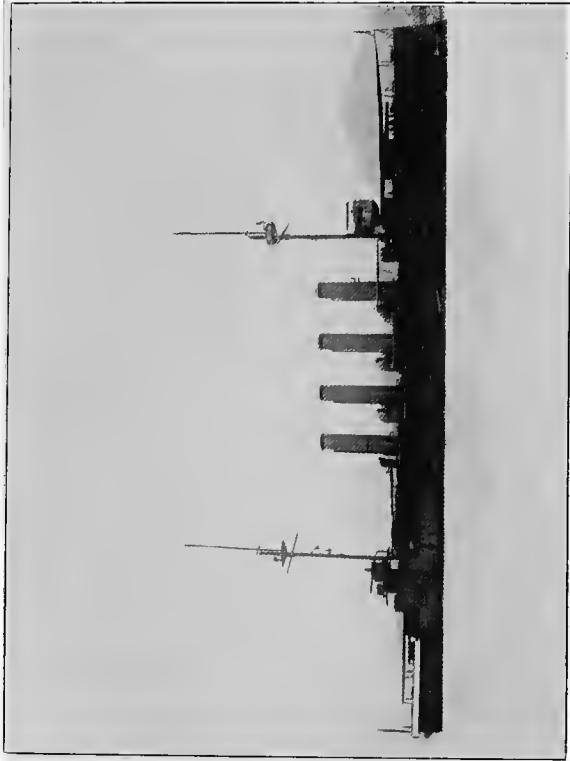
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THE "LOG" SERIES.

O'er the glad waters of the dark blue sea,
Our thoughts as boundless, and our souls as free,
Far as the breeze can bear, the billows foam,
Survey our Empire, and behold our home!
These are our realms, no limits to their sway—
Our flag the sceptre all who meet obey.

BYRON.

Chas. Mason
1/26/16



H.M.S. "SUTLEJ."

THE LOG SERIES.

THE LOG OF
H.M.S. "SUTLEJ,"

Pacific and China Stations.

1904-1906.

By

By G. H. GUNNS, Writer.



London:

THE WESTMINSTER PRESS (GERRARDS LTD.),
411a HARROW ROAD, W.

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1906.

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OFFICERS

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Commander.....JOHN D. KELLY.

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(T) JOHN HUTCHINGS.
(G) GRAHAM R. L. EDWARDS.
ALEXANDER B. McCULLAGH.
GEORGE H. KNOWLES.
JAMES F. SOMERVILLE.
GEORGE M. A. ROWE.
ALLEN M. CLARK.

Eng. Com.....EDGAR H. ELLIS.

Eng. Lieut.....FRANCIS B. O'DOHERTY

Capt. R.M......LEWIS C. LAMPEN.

Lieut. R.M......CECIL F. KILNER.

Chaplain.....Rev. ALEXANDER H. GAGE, M.A.

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F.R.C.S., B.A.

Staff Paym......HENRY ELLIOT.

Naval Inst......MARSHALL H. ROBINSON, B.A.

Surgeon.....GEORGE D. BATEMAN.
FREDERICK C. ROBINSON.

Sub.-Lieut......ANDREW W. V. HOPEGOOD.

OFFICERS.—*Continued.*

Sub.-Lieut., R.N.R. CHARLES B. BLENCOWE.

(*act.*)

Eng. Sub-Lieut. HERBERT G. W. HADDY.

STEPHEN BROWN.

HENRY H. GORDON.

Assist. Paym......JOHN A. F. BOURCHIER.

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Gunner.....ARTHUR RUSTON.

Boatswain.....WILLIAM J. GUNDRY.

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LOUIS H. P. BEVAN.

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Clerk..... ..CHARLES R. FINCH NOYES.

Introduction.

ON the morning of October 22nd, 1904, intense excitement prevailed in England when it was learned that, the night before, the Russian Baltic Fleet (then at war with the Japanese) had fired continuously for twenty minutes on a North Sea fishing-fleet, sinking two of the trawlers and killing and wounding a number of the crews, which caused the hurried commission of one or two battleships and cruisers, including the "Sutlej" (which ship I was drafted to); and in the following pages I will try to describe this short commission and then her re-commissioning at Portsmouth for service on the China Station to relieve H.M.S. "Leviathan," at the same time giving an account of the principal events.

G. H. GUNNS.

H.M.S. "SUTLEJ."

Armoured Cruiser, First-Class.

Length, 470ft. Breadth, 69½ft.

Displacement, 12,000 tons.

Horse Power, 21,000.

Speed, 21 Knots.

Cost, £790,706.

Complement, 700 Officers and Men.

Completed building, 1902.

Built at Clydebank.

Coal Capacity, 1600 tons.

ARMAMENT—

Two 9·2-inch quick-firing Guns.

Twelve 6-inch quick-firing Guns.

Fourteen 12-pounder Guns.

Three 3-pounder Guns.

Four Maxims.

Two Torpedo-tubes.

The Log of
H.M.S. "SUTLEJ."

PART I.

The North Sea Outrage.

THURSDAY, OCTOBER 27TH, 1904. — The utmost excitement prevailed at the Royal Naval Barracks, Chatham, when, at evening quarters, the Commander (Lewis Clinton-Baker) gave out that a communication had been received from the Admiralty about half-an-hour before to the effect that H.M.S. "Sutlej" was to be commissioned at Chatham with a complement of 729 officers and men at 9 a.m. the following morning (28th). In concluding this statement he remarked that the Drafting Commander and his office staff were then busily engaged in getting out a rough list of the proposed ship's company, which would take about half-an-hour, and until the

crew was told off and mustered the usual night leave would be stopped; and also that in an hour's time quarters would again be sounded and each name sung out. The men were then dismissed till the expiration of an hour, when quarters were once again sounded and they fell in on the Parade Ground to hear the names called out, my own being included in the list. After passing the doctor, and whilst waiting for the re-muster, the Commander was seen to come hurrying towards the crowd, and he informed us that a later telegram had been received stating that the "Sutlej" would not commission the following morning, but on Saturday, the 29th. On hearing this I hurriedly shifted into my No. 1's and made my way ashore to give a few farewells, etc., to my friends, and to tell them of my appointment to the "Sutlej" for an unknown destination.

Friday, October 28th.—The day passed much about the same in the barracks, but some bustle and excitement was caused in the afternoon and evening by the mustering of the crew and a party being told off to the "Sutlej" to get as much gear into her as possible so as to save trouble in the morning.

Saturday, October 29th.—Turned out about 6.m., and after dressing, took my bag, hammock, and chest to the trollies that were waiting in the roadway for the purpose of conveying luggage to the ship.

Sunday, October 30th.—Up early as usual and learned that we were not leaving Chatham

till 3.30 p.m. on Monday, so I asked for leave in the afternoon, and took a flying visit to London to again bid farewell before departing for the unknown station.

Monday, October 31st.—Left Chatham at 3.30 p.m., arriving at Sheerness at 5 p.m., where we picked up No. 8 buoy.

Tuesday, November 1st.—At 4 p.m. we left Sheerness for a full-power steam trial, which lasted about four hours, and after putting the dockyard officials ashore in a tug we proceeded to Portland.

Wednesday, November 2nd.—Steaming down the Channel all night, we arrived at Portland at 8.15 a.m. and anchored. Here we discovered a portion of the Home Fleet and Cruiser Squadron, consisting of "Bedford," "Exmouth," "Essex," "Empress of India," "Dido," "Juno," "Russell," "Æolus," "Triumph," "Swiftsure," "Monmouth," "Berwick," "Kent," "Melampus," and "Venus"; also the training ships "Boscawen" and "Agincourt." We then proceeded to take in 400 tons of coal, finishing by 12 noon.

Friday, November 4th.—Proceeded out of harbour at 9 a.m., passing the convict prison on our way. We had come out for long-distance signalling, which lasted till 6 p.m., when we returned to harbour, arriving about 8 p.m.

Saturday, November 5th.—Usual routine, and hands busy getting everything squared up. I thought I should like to see what sort

of a place Weymouth was, so took a trip ashore.

Sunday, November 6th.—The Captain went the rounds and inspected the ship and the men, after which divine service was held on the quarter-deck.

Monday, November 7th.—Hands were called at 4.45 a.m. We weighed anchor and left with the fleet at 8 a.m. in stormy weather, the rough sea and heavy downpour of rain making the trip very unpleasant to many. Owing to mist in the afternoon evolutions were abandoned and we returned into harbour at 5 p.m. On anchoring, we received a mail which contained an intimation from the Admiralty worded as follows: "That as soon as the present tension is over it is intended to relieve the present crew of the 'Sutlej' and provide a fresh one from Portsmouth."

Tuesday, November 8th.—Everything much about the same; and we anxiously awaited orders by post, but none came. At 12 noon part of the Channel Fleet arrived, consisting of the "Cæsar," "Jupiter," "Victorious," etc.

Wednesday, November 9th.—The "Good Hope" arrived during the night, she being our flagship. At 9 a.m. all the ships dressed in rainbow fashion (which made the harbour look very picturesque, the different colours showing up plainly against the dark cliffs and the grey with which the ships were painted) in commemoration of the King's birthday. The sea very rough and a strong breeze blowing all day.

Thursday, November 10th.—Signal received stating that we shall not go out again till Saturday at 6.45 a.m. and return on Wednesday, no place being mentioned. The day being unusually hot and calm, leave was given. Make and mend was piped in the afternoon. Rained hard from 6.30 until 10.30 p.m.

Friday, November 11th.—At 11 a.m. one of the officers came into the office and asked if we had heard the latest news; we replied in the negative, when he said he had heard through the Captain that the ship was paying off on the 18th, and re-commissioning the following day for China. This news soon spread about the ship and the office was quickly besieged by numbers of men asking whether they could volunteer to remain in the ship.

Saturday, November 12th. — Weighed anchor at 7.30 a.m. and the cruisers proceeded in single line ahead, the "Sutlej" coming seventh. During the first hour or so of our run we remained at the stern of the "Monmouth," but later on the line was broken up, and we then steamed about four abreast. At 10 a.m. we broke off from the remainder of the fleet, and turning about steamed back again to just opposite Portland, where we discovered all the battleships, and after exchanging signals, we once more proceeded. The country here, looking towards the Isle of Wight, was very nice and interesting, and it was a splendid day, the sun shining the whole time. We arrived off Portsmouth about 3.30

p.m. and dropped anchor. Here we discovered a number of torpedo boats and destroyers which left Portland an hour previous to us : they left here after we had been anchored half an hour. General leave was given to the starboard watch till Monday morning.

Sunday, Nov. 13th, to Friday, Nov. 18th.— The remainder of this commission is hardly worth recording, beyond stating that we soon got official orders to pay off on the 18th, and that we should re-commission on the 19th with a Portsmouth crew to relieve H.M.S. "Leviathan" on the China Station. The usual formalities of paying-off were gone through, and at 12 noon on the 18th the crew returned to Chatham in two special trains which were brought alongside the ship. I was, of course, on the quay, saying many a farewell to my late shipmates.

PART II.

CHAPTER I.

*Re-commissioning at Portsmouth to relieve
H.M.S. "Leviathan" on the China
Station—In the Mediterranean.*

Saturday, November 19th.—The ship commissioned at 9 a.m., but long before this the crew from the Royal Naval Barracks, Portsmouth, were on board and told off for their different stations. Much bustle and excitement ensued all day, but towards the evening things began to look ship-shape and ready for sea. Of course, no unpacking or stowing had to be done this time, as everything was in place and only needed changing over.

Sunday, November 20th.—During the day a large number of visitors came on board, including many sweethearts and wives, who had come to say "Good-bye!" to their respective relatives and friends.

Sunday, November 27th.—Nothing unusual occurred during the past week beyond preparing ship for our forthcoming cruise.

Monday, November 28th.—Sailing orders for to-morrow received, which had been anxi-

ously looked for. Admiral's inspection of the ship and ship's company was carried out to-day, the men also mustering by the open list; after which visitors were again allowed on board.

Tuesday, November 29th.—A very thick fog delayed us for a while, but it cleared off at 9.30 a.m., and we slipped and proceeded about 10.15 a.m. The ship is very full, having on board, besides its complement of 730 officers and men, about 200 odd supernumeraries for passage to China, making a total of 930 men.

Friday, December 2nd. — Yesterday we sighted Cape Finisterre at 10.30 a.m., and at noon to-day we came across a fleet of fishing boats off Lagos. The passage through the Bay was unusually smooth, it being especially noted for its very heavy seas. Later on we passed several other fishing smacks, the crews of which shouted and waved their caps as we passed, which seemed to break the monotony.

Saturday, December 3rd.—Arrived at Gibraltar at midnight, and anchored early this morning. In the evening leave was given till 11 p.m. and many landed in our first foreign port.

Sunday, December 4th.—Had a fine time ashore in company with two shipmates; one of them had been here before, so we had most of the important sights pointed out and explained. What a contrast to London! Most of the time was spent in strolling about the town, where were congregated men of pretty well every nationality, the dress of

the Maltese, Moors, Spaniards, Turks, and Indians presenting a striking picture to our eyes. Returning to the quay we found it crowded with bluejackets waiting for their respective boats from the various ships that are lying here, and as each came alongside a rush was made to get in. During the latter part of the evening the "Jupiter" put on her steaming covers ready for sea, she having been ordered to England to turn over to H.M.S. "Prince George."

Monday, December 5th.—The "Victorious" and "Berwick" proceeded out to carry out firing. A German liner came in laden with passengers for'ard and aft, who waved hands and shouted as they passed us.

Tuesday, December 6th.—After saluting the flagship, at 8 a.m. we left Gibraltar and proceeded to sea. At the time of writing we are steaming at 15 knots off the south of Spain, where we can easily discern the snow-covered mountain tops, which make a lovely contrast with the now very calm water. It has been a hot day, and at present is very close. The sea here is full of porpoises which surround and keep up with the ship. We are now on our way to Malta, which we hope to reach by Friday if no more breakdowns occur—the breaking of the shaft of the evaporator fan having delayed us at Gibraltar.

Wednesday, December 7th.—The day has been extremely hot and close, which made it nearly an impossibility to work. We are keeping close to the African shore, which is

very mountainous, many of the tops being covered with snow. The sea is crammed with small fish, and porpoises keep up with the vessel for long distances. This evening all the non-combatants, officers and men, made their first appearance at a first-aid class which was held in the after port casemate on the upper deck. I find that at the time of writing we are just off Cape Bon.

Thursday, December 8th.—It has been again very hot and close. We are about ten miles from the African coast, which still remains very hilly. We are expecting to reach Malta to-morrow morning; at present we are about 40 miles from Cape Bon.

Friday, December 9th.—Arrived at Malta at 7.30 a.m. and anchored in the Grand Harbour, just inside Bighi Bay. From here we can see Valetta, Coradino, Sliema, Marsa, and Floriana, all of which look very picturesque, the stone buildings showing up plainly against the lovely blue sky. Anchored here are several of the Mediterranean Fleet, including the flagship "Bacchante." The bay is alive with bum-boats and dysos, which ply to and from the ships all day. It is still uncomfortably warm, but we manage to get along somehow. Leave given to port watch from 6.30 till 11 p.m.

Saturday, December 10th.—During the dinner hour leave was piped from 2.30 till 11 p.m., and on hearing it I decided to go on shore in company with a shipmate. Calling up one of the dysos, we were quickly

pulled ashore. The first thing to strike us was the peculiar dress of the women, who wear a large black hood. On climbing about a dozen flights of steps to our left we were surprised on reaching the top at the scene before us. All the houses, shops, etc., were decorated in a most lavish manner with flags, lamps, and lanterns, which looked very nice indeed against the rough brickwork. Passing through several streets, all of which were decorated in the same way, we came to St. John's Church on our right, the inner gates of which are composed of solid silver. After traversing the whole length of the main street, Strada Reale, we made our way to another part of Malta, called Floriana, where we stopped and had tea at the Sailors' Home. We then came across some lovely gardens which were planted out in all manner of different designs, with here and there large bowls of fish under the shade of palms and ferns. Next we retraced our steps to Valetta, where the streets were now illuminated with lights and lanterns of all colours. Eager to learn the reason of this, we accosted a Maltese who, in broken English, informed us that during the week, feasts and special services were being held in the churches connected with the Virgin Mary, and on leaving us he advised us to have a look in at one of them. We took his advice, and stopped at the first we came to. The interior presented a lovely sight, the building being covered all round with a sort of red plush bordered with gold

and silver tinsel. Candles of all sizes were placed in every possible position. At the altar hung large screens of white silk surrounding a blaze of small electric lights in the centre of which was a lovely white statue of the Virgin Mary. We stayed until the service commenced, the hymns and anthems being led by a string band, and on nearing the door on our way out they commenced a prayer, the people who had failed to gain admittance kneeling on the pavement and in the roadway. We returned to the quay at 10.30 p.m. and were soon on board again.

CHAPTER II.

*Port Said—Through the Canal—Our First
Christmas—In the Indian Ocean.*

Sunday passed as usual, with divine service on the quarter-deck in the morning, the Captain reading the lessons.

Monday, December 12th.—After the Captain had come on board we left, the weather being rather rough, and the ship rolling and pitching. I attended first-aid class again this evening, which we all hope to pass out of very soon. We hope to reach Port Said, our next stopping-place, on Friday.

Tuesday, December 13th.—The weather still remains unsettled, the sea rough, and a strong wind blowing. In the evening a concert was held, the first since commissioning, which passed off all right, several recitations and songs being rendered by officers and men. The overture and interval were taken in hand by the mandoline band, which does not comprise so many members as might be expected from so large a ship's company. At the conclusion the Captain complimented the Paymaster on his success at the first attempt, and remarked that he was sure this would shake up a few who had not yet come forward, as he was certain we had plenty of talent in the ship

and could look forward to some decent turn-outs later on.

Thursday, December 15th.—At 7 a.m. we sighted Port Said, and by 7.30 a.m. we were again securely anchored. I was very soon struck with the peculiar Egyptian dress, with the turbans, round red caps, and sort of petticoat, all of which were of different colours. We got under weigh at 11.30 a.m., and after getting a pilot on board, proceeded through the Suez Canal. What a splendid piece of workmanship! In front of us we can see for about 20 miles one narrow, straight sheet of calm water. The right bank for a distance of about 30 miles was covered with all kinds of vegetation, such as palms, ferns, indiarubber plants and different varieties of tropical grass; here and there a glimpse could be caught of a railroad on which several trains passed during the day. The opposite bank is one large stretch of sand, and in places marshy land, with no vegetation whatever. About every 15 miles or so we passed a sort of calling station for the smaller boats, and attached is a signal station and a hotel. Up to the present we have passed only three or four of these places, as we are only allowed to steam between five and seven knots. We are at present at anchor off Ismaila, in the Bitter Lakes, which is about half-way through the Canal; this we reached about 8.30 p.m., and we again proceed at day-break to-morrow. No vessels have passed us up to the present, only some small native rowing-boats.

Friday, December 16th.—Directly it was light we got under weigh, after exchanging our pilot. We have passed several herds of camels, some apparently on their way across the desert; on their backs large packages, etc., are stowed. Both the banks are now very steep and sandy. Several merchant ships had to tie up to one of the banks early this morning to let us pass. The Canal on the right seems to be under renovation, as here and there large parties of negroes and Arabs, with horses, mules, donkeys, and camels are at work. As soon as darkness set in we lit our three foremost searchlights, which made the Canal in front of us for miles look very pretty and effective. At 8.30 p.m. we arrived at Suez, having just before anchoring passed H.M.S. "Rinaldo," who has finished her commission on the China Station.

Saturday, December 17th.—Coaling commenced at 6 a.m. and is expected to continue till 11 p.m. to-night, being done by natives; the bluejackets being allowed to stand off, are enjoying themselves on the forecastle, where smoking is allowed on coal ship days.

Sunday, December 18th.—To-day Saturday's routine was carried out, the whole day being spent in scrubbing the decks and cleaning the bright work, making the ship look nice and clean after the coaling. We left at 6 p.m., and are in the hopes of reaching Perim about Thursday.

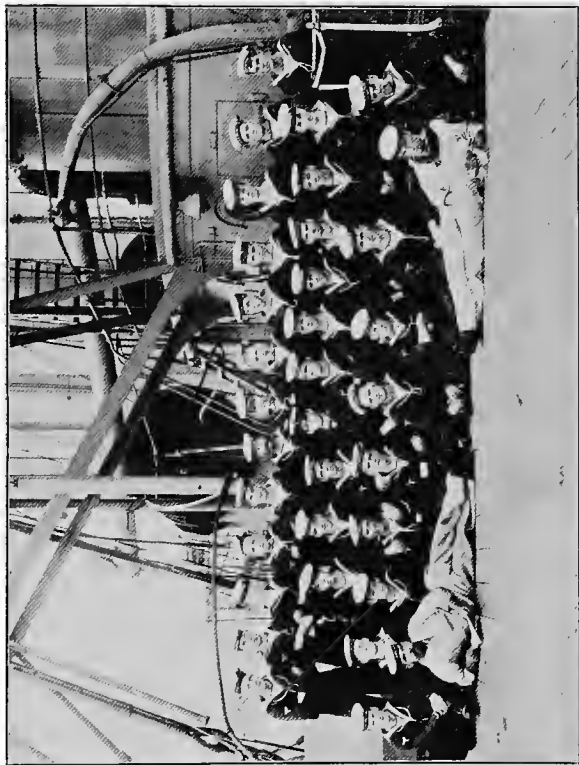
Monday, December 19th.—Passed Mount Sinai at 8.30 a.m. on our port side. Several

merchant vessels and small steamers were passed during the day. Evolutions were carried out by watches. At noon we entered the tropics, the weather being very hot and close.

Tuesday, December 20th.—Hotter than ever! but to-day we commenced wearing white trousers which was a little relief. Awnings have been spread on the fo'c'sle and bridges, which makes it very much cooler. At the time of writing (9 a.m.) the sky looks very black and there is every prospect of a storm. The dark clouds hung about all day, but towards evening they broke up and it turned out a lovely moonlight night. Evolutions were carried out all day.

Wednesday, December 21st.—Was pleased to hear that we were to wear "all whites," which does away with the collar that seems like a rope round one's neck this weather. We are now very close to Perim, which place we hope to reach some time to-morrow.

Thursday, December 22nd.—The weather remains the same. We reached Perim at 3.30 p.m. and asked if they could take two hospital cases of scarlet fever which had been discovered on board, but on the boat returning it was found that the accommodation was very bad, so we proceeded on to Aden, where we shall most probably arrive at 6 a.m. in the morning. It had previously been arranged that we should coal at Perim, and the coal chutes having been rigged, had of course to be taken down, as we should not coal until our return about Monday next.



GROUP OF STOKERS. CHIEF-STOKER DUGGAN IN
CENTRE.

Friday, December 23rd.—Arrived at Aden at 6 a.m. and sent the two fever cases ashore. Had plenty of sport with the black chaps who came alongside the ship to dive for pence, but this did not continue very long, as they were sent away by the officer of the watch. We have been surrounded all day by scores of African hawks, which resemble seagulls, only they are very much larger and are certainly much better looking birds. We stayed here until 6 p.m., when we put to sea for our return trip to Perim, when, after coaling, we shall proceed straight to Colombo. I have since learnt that at Aden they had a plague on shore, so I am glad we did not stay there. The weather, as usual, is very hot. We have now pretty well run out of fresh provisions and are on biscuit; lime-juice is served out during the dinner hour.

Saturday, December 24th. — Arrived at Perim at 7.15 a.m., this time anchoring well into the harbour. The surrounding country looks very bare indeed, and from the ship the town of Perim looks as though it is only composed of half-a-dozen houses. Many of the natives have come over to the ship in their canoes. Their dress consists of only a cloth about their loins, and some have turbans, but the majority wear nothing whatever on their heads. At 1 p.m. all the officers, with the exception of those on watch, landed; some took part in a cricket match, others played golf, whilst an exploring party traversed a part of the surrounding country. At 6.30

p.m. they returned to the ship, where they were met with a surprise. The quarter-deck was covered in with awnings and side curtains, and several large tables had also been rigged, which were set out very nicely indeed, glasses and vases of flowers and ferns being arranged at intervals. Supper commenced at 7 p.m., at the conclusion of which they held a sort of sing-song, which was kept up till 12 p.m. Whilst the officers were ashore the Commander picked out two boats' crews from the ship's company and the supernumeraries for a race, the course being estimated at about three miles. A buoy was fixed at each extremity, and a start was made from the starboard boom. At the commencement of the race the supers got ahead about a length, but after they had turned the foremost buoy the ship's company put on a spurt, and by the time they reached the finishing point they were easy winners by three lengths.

Sunday, December 25th (Christmas Day).—The day broke as hot as the hottest in an English summer, the rig of the day being No. 7's (uniform jumpers and duck trousers) for the ship's company. Hands fell in for divisions, but as the Captain did not go the rounds they were dismissed and smoking was indulged in. In the meantime church was rigged on the quarter-deck, and the service commenced at 10.30 a.m., the Captain reading the lessons. The hymns "Hark, the herald angels sing," and "While shepherds watched their flocks by night," etc., were sung, and a

particularly bright service was brought to a conclusion with the singing of a verse of the National Anthem. Before leaving the quarter-deck the Captain wished all the men a happy time, and expressed his best wishes for all those at home for a merry and happy Christmas. "Disperse!" and "Cooks!" were then sounded, and smoking was continued.

In the majority of ships in the Royal Navy (mostly home stationed) they celebrate Christmas Day by setting out the messes in the best possible manner, each mess trying to beat its neighbour; the mess-deck is also decorated up, and at times some very pretty and effective sights can be seen. This is all finished by noon, and then the Captain (in some cases accompanied by his wife) and most of the officers go round the mess-deck, tasting a piece of duff here and there, and complimenting the messes on their decorations. But, of course, all this had to be dispensed with here, as we have not had the opportunity to procure such things, especially in Perim. Smoking was allowed between decks after dinner, and here and there small concert parties (two or three messes combined) were formed, some on the upper deck, some below, while others rigged themselves up in various costumes and made a show on the fo'c'sle, dancing and singing all the afternoon.

In the meantime the Quartermaster went to the officer of the watch and asked permission to pipe the usual Christmas Day pipes, and

soon after this is what could have been heard: "All the Chief Petty Officers muster on the pump and pump water for the ship's company; they will also take on cooks of messes this dinner hour." Thereupon much bustle occurred, and each C.P.O. had to do a spell on the pump; now and again one would be found smoking on the upper deck, whereupon he would be shouldered and carried below to do his share of the pumping. It was quite an uncommon sight to see the Master-at-Arms, Sergeant-Major, Ship's Steward, Chief Stokers, and the Engine Room Artificers pumping water for the men. The Master-at-Arms could also have been seen after dinner taking up the dishing-up water to the shute, at which all the boys and ordinary seamen had a good laugh. In the evening we got permission to retain the box of music on the upper deck, and from 8 till 10.30 we kept up a rattling good concert; but just at 9 o'clock a pipe might have been heard to this effect: "Hands told off to rig coal shutes fall in," which was a most unwelcome occupation for Christmas night.

Monday, December 26th.—Coaling was commenced at daybreak, being carried out by natives stripped to the waist and without boots. The work was carried on all day, interspersed with native songs from the labourers, and by 11 p.m. we had taken in over 1,400 tons at an average of 100 tons per hour.

Tuesday, December 27th.—Left at 6 a.m. The wind was rather strong, but it cooled the

atmosphere, the temperature registered on the mess-deck being 110 deg. The morning was spent in scrubbing and cleaning the ship throughout. Again attended the first-aid class in the evening from 5 till 6 p.m., the subject being "Insensibility."

Wednesday, December 28th.—Sea rather choppy and wind very high all day. At 7 p.m. we passed the island of Socotra, otherwise nothing occurred worth noting.

Thursday, December 29th.—Sea and wind as yesterday; not so hot now as in the Red Sea. As we rush along numerous flying-fish dart in and out of the water at our bow, and watching them passes the time away. Nearly all the time we have been in the Indian Ocean we have rolled and pitched more than since leaving England, but luckily it has no effect on me. A concert on the quarter-deck started at 8 p.m. and was kept up till 10 o'clock; but as no awnings were spread and a strong breeze made it impossible for the audience to hear the singing, it was not so successful as the first.

Friday, December 30th.—The sea abated a little during the day, but got worse again in the evening, every now and then the water coming over the boat deck and nearly drowning everyone standing on the weather side of the upper deck. General quarters were carried out during the forenoon.

Saturday, December 31st. — Very much better weather, the sea not half so rough, and much cooler. The usual Saturday routine,

scrubbing and cleaning all day. In the evening we again got up the harmonium and had another sing-song from 8 to 10 p.m., it being New Year's Eve. We finished it up with several Scotch tunes, such as "Auld Lang Syne," etc.

CHAPTER III.

*A Splendid Sunset—"Leviathan" at Colombo
—Japanese Torpedo Boats off Singapore—
A Successful Concert.*

Sunday, January 1st, 1905.—We are now about midway between Aden and Colombo, and in the centre of the Indian Ocean; the weather is pleasant, but the sun very hot. The Captain went the rounds, after which usual routine. In the evening we passed several ocean tramps. A splendid sunset was witnessed this evening, the beauty of which it is impossible to describe, being only appreciable from the sea: this is one of the sights which landsmen miss. A cool breeze made it very pleasant on the fo'c'sle in the evening.

Monday, January 2nd.—Nothing unusual to-day; weather rather hotter. Exercised clear ship for action in the afternoon.

Tuesday, January 3rd.—Sighted Colombo at 8.30 a.m., and got in and tied up about 9.30. Here we found the "Leviathan," which ship we have been sent out to relieve. The natives are very black and wear hardly any clothes, only a sort of short petticoat, which is of all colours. Some carried a sort of sunshade to keep off the sun. Their boats are very narrow

and small, and are kept up by a large log attached to one side of them. These boats are called catamarans. I also noticed boys paddling logs, and later on these came close to the ship, begging for coins to be thrown into the water for which they would dive, all the time singing "Die-die-die," etc. During the afternoon we had a Naval Instructor and 10 midshipmen, also 18 Chinese domestics, join us from the "Leviathan," and some "makee learnee boys" (Chinese boys for training as cooks). These Chinamen I found to be very respectable, and it is very interesting to have a yarn with them, although their broken English is hard to understand.

Wednesday, January 4th. — Coaled ship from 7 a.m. to 8 p.m., but I managed to get ashore out of it in the afternoon, and took a rickshaw and drove to Pettah, afterwards to the Cinnamon Gardens, where we stayed for a short time. On returning we passed a Hindoo temple, and thinking we should like to have a look inside, made our way towards it, but on entering were stopped by a native, who motioned to us that we were not allowed inside, so we were disappointed. We took another rickshaw and went to the "Prince of Wales's Hotel," where we partook of a six-course supper, at the conclusion of which we made our way upstairs, where we discovered a piano, and my chum seating himself at it, we began a sing-song which we had enough of by 10 p.m., when we made our way back to the pier. The "Leviathan" left at 9.30 a.m.

for Aden on passage to the Mediterranean to relieve H.M.S. "Bacchante."

Thursday, January 5th.—Transport came in filled with soldiers their band playing "Rule Britannia," which was very effective. The weather is the hottest we have yet experienced, we being very near the equator.

Sunday, January 8th.—We left Colombo on Friday at 6 a.m., Adam's Peak being visible for some distance out at sea. Nothing out of the way has occurred up to the present. Since leaving Colombo the rig of the day has been trousers, flannels, caps and covers only. On Saturday evening we finished our course of lectures on first aid and passed an examination in the same by the Staff-Surgeon, of which notation has to be made on our parchment certificates. To-day (Sunday) characters and abilities were read on the quarter-deck, the whole ship's company and supernumeraries being at the same time mustered by the open list. We are now passing hundreds of flying-fish, which dart out of the water as the ship approaches; the sea here seems absolutely alive with them.

Monday, January 9th.—During the morning something went wrong in the engine room, and we made our way to the nearest island, of which we could see several on the starboard bow. This was found to be called Sim-u-lah, and we entered the harbour called Pula-Weh. This is one of the several groups of islands north of the Straits of Malacca. After firing a salute to three Dutch cruisers which were

lying here we anchored. The salute was returned by the "Gelderland," and later on we found a gunboat and two destroyers here, the latter being painted green. There are numerous islands at the mouth of the harbour, all of which look very picturesque, being covered with tropical trees, shrubs, etc. It is still very hot, and the rig of flannels and trousers only is still adhered to. No leave was given here, but several of the officers went ashore.

Tuesday, January 10th.—We weighed anchor and left Pula-Weh at 6.30 a.m. At 9.30 the ship was cleared for action, and after a target had been placed heavy-gun firing was carried out, which lasted right up to 4.30 p.m. The target, which was much knocked about—thanks to our good gunners—was then hauled in.

Wednesday, January 11th.—Entered the Straits of Malacca, the sea being very calm with scarcely a ripple on its surface. We avoided several storms during the day by altering our course, and it seemed quite strange to see it raining in torrents only a hundred yards away, while we were enjoying the sunshine and watching the storm pass by. After dinner several columns of black smoke were sighted on our starboard bow, and for the remainder of the day they kept in that position. In the evening they separated, and with the aid of glasses I saw about nine black specks on the horizon, which were supposed to be Japanese torpedo boats, as our latest

advices (December 7th) reported them to be cruising in the vicinity of Singapore, which place we are in hopes of reaching to-morrow.

Thursday, January 12th.—Evolutions were carried out during the forenoon, and after dinner make and mend clothes was piped. We sighted Singapore at 3 p.m., and dropped anchor about a mile off shortly afterwards. Steaming down the Straits in the afternoon we had passed numerous islands covered with all kinds of vegetation. The reader can imagine what a pretty sight was presented—the dark green land and trees, with here and there pieces of brown rock, standing out against the calm, placid, blue water. After anchoring we received eight bags of mails. We remain at our anchorage till morning, when we go alongside the quay to coal.

Friday, January 13th.—At 6.30 a.m. I was awakened by the rattling of the cable, which was being shortened in, and in less than ten minutes we were well on our way towards the quay. My attention was very soon drawn to the numerous vessels and ships lying alongside—Italian, Dutch, German, etc., but the majority were British merchant ships, some taking in coal, others cargo. After getting alongside coaling was soon in full swing. The work was carried out by coolies, who were paid so much for each basket they brought on board before coming up the gangway. The baskets were carried by two coolies, a thick bamboo pole being passed through the handle, which they hoisted on their shoulders,

and the quicker they worked the more money they earned. The dress of the natives is similar to that worn in Colombo. The Europeans mostly wear white drill suits and large sun-helmets or hats. Coaling was finished by 4 p.m., and at 5 o'clock we proceeded outside to the roads and anchored, this time near the "Thetis," which is the guard-ship here.

Saturday, January 14th.—The whole of the day was spent in cleaning the ship. Leave was given in the evening to Chief Petty Officers only. We expect to leave for Hong Kong in the morning, but we shall no doubt visit this place many times before returning to England. The Italian cruiser "Liguria" was here, but she sailed about 9.30 a.m. this morning.

Sunday, January 15th.—Left at 6 a.m., the weather being very hot. The Captain went the rounds, and then usual Sunday's routine. After tea the canvas bath was rigged on the port side of the upper deck, in which the majority took a cooler.

Monday, January 16th.—Collision stations were carried out before dinner, the hands afterwards being employed in scraping the ship's side. Beyond this, nothing out of the ordinary happened.

Tuesday, January 17th.—Passed a square-rigged vessel about ten miles away on our port side, and the sun shining on her white sails made a pretty picture. I noticed that the flying-fish here were much larger than those we saw in the Indian Ocean.

Thursday, January 19th.—Slowed down to about 6 knots during the forenoon, when usual evolutions were carried out; make and mend was given in the afternoon. At 7.30 p.m. everything was in readiness for an entertainment, and at 8 o'clock the officers made their appearance and we commenced. Without going into each individual item, I will sum up by saying it turned out very well. The Captain was highly delighted, and at the conclusion thanked the Paymaster for the trouble he had taken in promoting it. He then called for three cheers, which was heartily responded to.

CHAPTER IV.

*Hong Kong—A Raid by Washerwomen—
Happy Valley.*

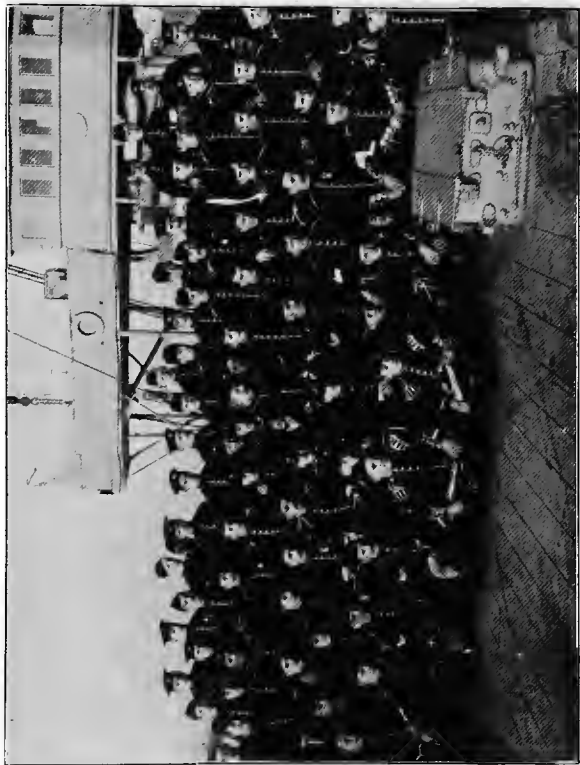
Friday, January 20th.—Sighted the mainland at daybreak, and before 10 a.m. we were well in amongst the numerous islands with which Hong Kong is surrounded. At 11 a.m. we anchored after firing a salute to an American man-of-war and also fifteen guns to the Commander-in-Chief. The ships at anchor here are the "Glory," "Ocean," "Andromeda," "Centurion," "Alacrity," "Albion," and the depôt ship "Tamar"; also some German, Italian, and Dutch vessels which we passed coming in. The anchorage itself was packed with vessels of all kinds, mostly foreign merchant ships. As soon as we anchored we were surrounded by boats of all kinds and sizes filled with Chinese women and girls, and not long after they could be seen clambering up the ship's side, but a marine was posted on the gangway with orders not to let these washerwomen (for such they were) pass. After a time a crowd of about twenty got up and beseeched him to let them get the washing, at the same time showing him some small cards. Seeing that he would

not let them pass, now and again they would rush off down the nearest hatchway, and it was not long before the marine was after them. Seizing the opportunity, the rest made a run to the other hatchways and managed to get down on to the mess-deck. The marine coming to the conclusion that he was useless by himself, got the assistance of a ship's corporal, and they then started chasing them along the mess-deck, up and down hatchways, etc., which caused roars of laughter among the matloes. I spent the evening watching the junks going to and fro and listening to the band playing on the flagship.

Saturday, January 21st.—Started coaling ship at 6 a.m., the bluejackets having to do it themselves this time. We finished by dinner time, having taken on board 900 tons. At 7 p.m. H.M.S. "Humber" left for Wei-hai-Wei. Leave till 11 p.m. was given. On landing and walking a distance, we were disappointed at the very badly-lighted streets, and we could hardly see the buildings at all. The first place we visited was a money-changer's, where we changed our English money into Chinese dollars and cents. We found the currency to be 1s. 11d. on the dollar, and the exchange for a sovereign was 10 dols. 43 cents.; so for the future I shall have to talk of dollars and cents, as no English money is used here at all. One hundred cents go to a dollar, and a cent is equal to one-fifth of a penny. Having got this over, we made our way to the Royal Naval Canteen and had some food. We then

came across a group of rickshaws, and each getting into one we sped along Queen's Road, the main street of Hong Kong, to the outskirts of the town. We noticed hardly any difference between the dress of the Chinese men and women; it consists of a pair of large baggy trousers, made of a thin blue material, surmounted by a large overall of the same stuff. Boats are as numerous here as the Chinamen themselves; the harbour is always full of them, and they surround the various ships. They are termed "sampans," and the larger ones "junks." Each boat contains a family; in the larger ones perhaps two or three families live together, and they never go on shore. It is quite a pleasure to stand at the gangway and watch them sewing, cooking, etc., and the youngsters running about just as though they were in a house. After we pipe breakfast, dinner, or supper on board you can see about a score of young children, ranging from four to twelve years of age, swarming up the side of the ship with bags, tins, baskets, etc., and hurriedly making their way down on to the mess-deck. There they wait behind the bag-racks till the meal is over, then come out and collect up all the leavings, etc., and again run for the gangway. Having got into their respective boats, you could see the head of the family out dishes and chop-sticks, and before long the whole family were enjoying what they think a very fine feed.

Sunday, January 22nd.—Saturday's routine was carried out till 1 p.m., when a salute of



ROYAL MARINE DETACHMENT.

21 guns was fired in commemoration of the King's accession to the throne, all the ships being dressed rainbow fashion, and their bands at the same time playing "God save the King." In the afternoon the quarterly settlement was made.

Monday, January 23rd.—Early this morning hands started painting ship and continued all day.

Tuesday, January 24th. — "Centurion," "Andromeda," and "Vengeance" left for Mirs Bay, situated about thirty miles away outside Hong Kong Island. Painting ship still in full swing, the aft deck being done by Chinamen.

Wednesday, January 25th.—Mail boat came in about 10 a.m., and about 1.30 p.m. we received four bags on board. The Admiral, Sir Gerard U. H. Noel, K.C.B., K.C.M.G., left in his yacht, the "Alacrity," for Mirs Bay at noon. We have had plenty of work all day discharging most of the supernumeraries to the various ships here. Starboard watch commenced their general leave of 48 hours this morning, the port watch having been on leave since Monday. I have not had the chance to go ashore yet, but hope to do so to-morrow.

Thursday, January 26th.—Painting has been going on all day, and the ship now looks quite a picture to what she did when we came in—covered with brine and most of the paint scorched off the funnels. I managed to get ashore in the evening with my Shipmate,

and we took another long walk about the town, seeking out the curio shops, at which places we spent much time in bargaining with the Chinamen. Getting a bit tired of walking round, and feeling somewhat hungry, we were soon seated at a table enjoying a fine meal, consisting of seven or eight courses and costing only 40 cents (about 8d.). After finishing our meal we adjourned to the Central Hotel and spent the rest of our time in singing, etc. During our stay here a bluejacket happened to get into a bit of a row with a Chinaman, and a remark from the latter caused roars of laughter for some time afterwards. Wishing to show how much English he knew, he said: "If I don't come aboard yar ship and see yar skipper I watch it."

Friday, January 27th.—Dressed ship at sunrise, with the German ensign at the main, and at noon fired a salute of 21 guns to the German Emperor. All general leave expired at 8 a.m. this morning. Painting inside the ship on the mess-decks was finished to-day, and the ship now wears quite a gay appearance.

Saturday, January 28th.—Ordinary routine was carried out, scrubbing and cleaning ship, which was very dirty after painting. It turned out a very rough evening, raining and blowing the whole time. The weather is much cooler here than that which we had experienced during the last few days. About 4 p.m. the Austrian man-of-war "Kaiserin Elizabeth" came in and was saluted by a battery at Kowloon (opposite Hong Kong).

Sunday, January 29th.—Routine as usual, but the Captain did not go the rounds.

Monday, January 30th.—Weighed anchor at 11 a.m. and proceeded in company with the "Ocean" (flagship), "Hogue," "Iphigenia," and "Astræa." At the entrance to the harbour we discovered the "Andromeda," "Centurion," and "Vengeance" cruising about, and on catching up with them the whole formed up single line ahead. Having got into position, each ship dropped a target and commenced cannon-tube firing. We then made our way to Mirs Bay, and anchored for the night in Long Harbour, where the coast is bare and desolate, and no houses could be seen. The weather is cold and windy, raining on and off, much to everyone's discomfort. The remainder of the ships had dispersed and anchored in different places in order to carry out experiments with wireless telegraphy.

Tuesday, January 31st.—Put to sea at 8 a.m., but did not come up with the remainder of the fleet until about 4 p.m., when we saluted the Rear-Admiral with 13 guns, the "Ocean" responding with seven. The fleet anchored at 7 p.m. in Mirs Bay.

Wednesday, February 1st.—We did not go out to-day, but evolutions were carried out instead. The day has been very cold and windy.

Thursday, February 2nd.—Still remained in the Bay. Electric aiming was carried out during the forenoon, the target being a small

island about 1,000 yards away to our starboard. No make and mend was given, firing being continued.

Friday, February 3rd.—Got under weigh at 9 a.m., with the "Hogue" well ahead of us. Lyddite and shrapnel firing was carried out before dinner at a large piece of rock in the centre of the Bay. We anchored alone, in order to again practise with wireless.

Saturday, February 4th.—Weighed anchor at 7 a.m., and after about an hour's steaming we were within sight of the remainder of the fleet. After getting into line we proceeded to Hong Kong, arriving there at 11.30 a.m. and mooring close to the "Hogue." The forenoon was taken up with the general Saturday's routine, but after dinner a make and mend was given. Orders were received to discharge some supernumeraries to the "Andromeda." Hong Kong looks much about the same as when we left, but there are hardly any sampans about, this being the period of the celebration of the Chinese New Year, which is considered the most important of all the Chinese holidays. Leave was given in the morning.

Sunday, February 5th.—Morning service on the quarter-deck, the Captain reading the lessons. Went ashore at 4.30 p.m. On landing we were struck with the variety of colours in silk and satin displayed in the Chinamen's dress which we had not noticed on our previous visit; the houses and shops were also decorated in a striking manner; but we were not long

in remembering that they were still keeping up their New Year.

Turning sharp to our left we made our way along the esplanade, where, close in, lay hundreds of junks and sampans of all sizes and descriptions, apparently laid up for the holidays. After walking about a mile, we turned to the right by the side of a canal and came upon that beautiful place called Happy Valley. Forming a complete circle, it is surrounded by hills rising peak above peak and tier above tier, covered with palm trees, shrubs, and grass, which add to the lovely scene. On the right we saw several cemeteries, and just at that moment we heard the strains of a band, which reminded us that a seaman was to be buried here to-day, but the ceremony was over and the band was returning. We crossed the football ground and came to another large stretch of grass with a fine running-track round it, fenced off with several stands, and forming one of the finest sports' fields I have ever seen. We left this and made our way back in a different direction, passing on our left a monument erected in memory of some officers and men of H.M.S. "Vestal." Entering the town again, we made our way to St. John's Cathedral. After the service we went to the "San Francisco," where we had dinner, and after purchasing one or two curios, went on board.

Tuesday, February 7th.—An order has been issued to the effect that all the excused daymen are to undergo a course of Swedish gymnastic

drill, which we commenced after quarters this evening ; half-an-hour is to be devoted to this every Tuesday and Friday.

Wednesday, February 8th. — Evolutions were carried out by all ships anchored here from 8 p.m. until midnight. A military attack to gain an entrance to Hong Kong from Kowloon could not be seen from the ship. To-day a mishap occurred on board in which several stokers nearly lost their lives.

Thursday, February 9th.—Went ashore in the afternoon and witnessed a Rugby match at Happy Valley, passing on our way the funeral of an able seaman belonging to H.M.S. "Ocean," who was crushed to death by a 12-inch shell (weighing 850 lbs.) falling on him. After the match we walked about the town for a little while, but found it very cold and damp, so went on board again.

Saturday, February 11th.—Very cold and dreary. A mail was received on board this afternoon. Usual routine of scrubbing and cleaning. Most of the ship's company went ashore in the afternoon to witness the First League football match between our team and that of the "Hogue."

Monday, February 13th.—Out sheet anchor was the evolution this morning, and all boats sailing round the fleet. We received orders to raise steam for 12 knots by 10.30 a.m. tomorrow.

CHAPTER V.

*A Concert Ended with Night Quarters
—“‘Sutlej,’ Well Executed”—Night
Manœuvres.*

Tuesday, February 14th.—Targets were being made on the upper deck during the morning, which predicted more firing. Proceeded at 11 a.m., and after getting out of harbour the fleet formed up in two lines, No. 1 consisting of the "Glory," "Vengeance," "Sutlej," and "Astræa"; No. 2, of the "Ocean," "Hogue," "Andromeda," "Centurion," and "Iphigenia." Steam tactics were carried out all the afternoon, and towards the evening steam was ordered to be got up for 17 knots, which showed that we were evidently going to be at sea all night.

Wednesday, February 15th.—We anchored in Mirs Bay at 2 p.m., and after supper, "Away all boats' crews and pull round the fleet" was signalled, the "Sutlej" completing the evolution third.

Thursday, February 16th.— Each ship landed battalions at 9 a.m. Three separate hills had been marked out by having a Union Jack placed on their summits, and on a gun being fired from the flagship a race was made for the flags by climbing the different hills.

During the evening the grass, or heather, with which all the surrounding hills are covered, caught fire, which threw a glare of bright light all around the bay for miles.

Friday, February 17th.—Went to general quarters from 10 till 11.30 a.m., during which time we had started on our journey back to Hong Kong, but it was only to discharge a case to hospital. We got under weigh as soon as the surgeon came on board, and were not very long before we had picked up with the fleet again. Firing was carried out for a short time, but at 2 p.m. we again anchored in Mirs Bay. Having obtained permission to have a concert at 5 p.m., hands were immediately employed in rigging up the stage. The concert was very good indeed, many of the singers gaining encores, especially the "Two Sailors Bold," and J. Webster with his comical ditty entitled "Who killed Bill Bailey?" We had a grand finishing up to the evening's entertainment—hardly had the men turned in, when a signal was received from the flagship, "Night quarters." Shells were hoisted, guns run out, and searchlights burnt, which continued for about half-an-hour, when "Pack up" and "Secure" were sounded, it then being 11.30 p.m.

Saturday, February 18th.—Got under weigh with steam for 12 knots at 7 a.m. and proceeded to Hong Kong, where we arrived at 11.30 a.m. The sea is very rough and it is blowing hard. When we had anchored, a man suffering from measles was sent to hos-

pital. At divisions all hands were mustered and examined by the Staff Surgeon.

Sunday, February 19th.—Mustered by the open list, at the same time passing the doctor. A midshipman was sent to hospital this morning, also two other cases, one with measles, the other with fever. We learnt that one of the stokers—the first to be sent to the hospital with measles—died at 2 a.m. this morning, his funeral taking place at 4 o'clock this afternoon. This is the first death which has occurred since commissioning.

Monday, February 20th.—Several evolutions were carried out this forenoon, including clear ship for action, which we completed first of the fleet; also close water-tight doors, and away all boats' crews.

Saturday, February 25th.—From 8 a.m. we have been carrying out coaling, showers of rain at intervals abating the dust, which otherwise smothers everything. We took in 1,000 tons in 7 hours 5 minutes, which is not so bad. At 11 a.m. we discharged our First Lieutenant to the P. and O. S.S. "Chusan" for passage to England. He was also our Navigating Lieutenant, and up to the present no other officer has been appointed to the vacancy.

Monday, February 27th.—On Sunday (26th) Saturday's routine was carried out till 1 p.m., in order to clean the ship after the previous day's coaling. Evolutions have taken up most part of to-day, including fire stations, collision stations, and away all boats' crews, "Sutlej" coming in third in the latter evolution.

Wednesday, March 1st.—We are at present anchored in Mirs Bay, where we arrived yesterday with the “Glory,” “Ocean,” “Andromeda,” and “Iphigenia.”

Friday, March 3rd.—We have not been outside the harbour since Wednesday. This morning several torpedoes were run for practice. At 1 p.m. we got under weigh and carried out 6-inch cannon-tube firing at some of the surrounding rocks.

Saturday, March 4th.—Still anchored in this desolate place, nothing occurring beyond usual routine.

Monday, March 6th.—Evolutions took place in the morning, and during the afternoon torpedo practice was carried out. Orders were issued at 7 p.m. for steam to be raised for 12 knots by 8.50 a.m. next morning.

Tuesday, March 7th.—Weighed anchor and proceeded at 9.5 a.m. in the following order: “Ocean,” “Sutlej,” “Andromeda,” and “Iphigenia.” Orders were then given to put out the target, and practice with the 6-inch and 12-pounder guns was carried out. This lasted till about 3.30 p.m., when “Clear ship for action” was signalled. Much to the credit of the men the “Sutlej” was first in completing the evolution in 2 mins. 25 secs. The Rear-Admiral was highly satisfied, and sent the following message: “‘Sutlej,’ well executed.” The “Andromeda” came next (3 mins. 40 secs.), then the “Iphigenia” (5 mins. 15 secs.), and lastly the “Ocean” (6 mins. 10 secs.). At evening quarters the Commander

gave notice that man and arm ship would be carried out from 8.30 p.m. till midnight, and that a torpedo attack would take place, the destroyers trying to get into the bay undetected. The men were also cautioned not to use matches under any pretence, as no lights were to be visible from the ship after 7 p.m., when all lights were extinguished. The fleet, composed of "Ocean," "Sutlej," "Andromeda," and "Iphigenia," showing only shaded stern lights, then proceeded out of Mirs Bay and formed up single line ahead in the order named.

Nothing occurred until 10 p.m., when a suspicious vessel, showing no navigation lights, was observed on the starboard bow of the "Ocean," and was made out to be a destroyer as she crossed the latter's bows at a distance of three or four cables. The "Ocean" fired a gun and switched on her searchlights, afterwards going full speed astern and sounding her syren ; this was immediately followed by the firing of green Very's lights from the destroyer. All the ships then switched on their searchlights, the "Sutlej" firing a gun at the destroyer which was clearly visible close under the port bows of the "Ocean." She then re-crossed the flagship's bows and ran down the line of the fleet on the starboard side, distant about four cables, in full view of the searchlights and under fire of each ship as she passed. Judging from what we could see, the destroyer had not got her torpedo tube trained on the "Ocean" when she fired.

She was under fire for fully five minutes, and would in all probability have been sunk had we been in actual warfare.

The fleet then proceeded till 10.50 p.m., when the "Iphigenia" fired a gun and switched on her searchlights on the starboard side, "Andromeda" following suit almost immediately. Shortly after this a destroyer (the "Virago") fired two red Very's at about half-minute intervals, then switched on her navigation lights and steamed away in the direction of Hong Kong. Nothing further was seen, and at 11.22 p.m. the fleet switched on all their lights and proceeded back towards Mirs Bay.

Thursday, March 9th.—Very rough and windy. After hammocks had been got out to air, men landed from all the ships for battalion drill. Make and mend clothes was piped in the afternoon. At dinner time it was discovered that an ordinary seaman was missing. His mess-mates instituted a search party, but up to the time of writing he has not been found. The funnel-casings, bunkers, double bottoms, etc., have all been searched.

Friday, March 10th.—General quarters, out sheet anchor, and away all boats' crews and pull round the fleet, were the evolutions carried out this forenoon. The missing man has been found; he was discovered in his mess about 12.30 last night, as black as coal. He had been hiding down below, and no doubt thinking no one would be about at that hour (I suppose he felt a bit hungry), thought he

would chance it, but was unexpectedly captured. Boat sailing was the afternoon's pastime, most of the officers making the best of the ship's boats.

Saturday, March 11th.—Weighed anchor at 9 a.m. and proceeded to Hong Kong, where we arrived at 11.30 a.m. The "Amphitrite" is here, having come down from Wei-hai-Wei on being relieved by the "Hogue." Leave was given in the evening.

Sunday, March 12th.—Usual routine, the ship's company being mustered by the open list.

Monday, March 13th.—The evolutions this morning were general quarters, out stream anchor, and away all sailing boats to sail round the fleet. The "Sutlej" was second in the first two evolutions, and fourth in the sailing. The "Astræa" sailed for Mirs Bay to carry out firing, and the "Iphigenia" came in from the same place, having found her anchor which she lost on the morning we came away.

Tuesday, March 14th.—Heavy fog prevailed all last night, but lifted this morning. A signal was received in the afternoon that we were to pay another visit to Mirs Bay on the 21st—more salt beef and biscuit, and nothing to do for a fortnight. The fog again came over thick about 8 p.m.

Wednesday, March 15th.—The weather very windy and misty all day, with rain at intervals. The "Andromeda's" sailing pinnacle capsized during the afternoon, but our steamboat was soon on the scene, and after

picking up her crew, towed the pinnace back to the "Andromeda." A German mail arrived late last evening, consisting of two or three dozen letters and papers.

Thursday, March 16th.—Very rough, which is quite a change to the calm weather we had last week. Received another mail, which was quite a surprise, it not being expected till Monday next.

Friday, March 17th.—St. Patrick's Day; but hardly anyone cared whether it was Christmas or Easter, not a sign of any green stuff at all on board. The sea still remains very rough, and during the day only about half-a-dozen boats left the ship.

Saturday, March 18th.—Rehearsals began this evening for another concert which is to take place on Thursday next, when an invitation is to be given to all the ships in the fleet. We shall then be at Mirs Bay, and it will be more appreciated there than here in Hong Kong.

Sunday, March 19th.—The usual service was carried out during the morning, but it was held on the port mess-deck, as rain was falling in torrents. This unusual downpour continued all day.

Monday, March 20th.—Evolutions to-day were out sheet anchor, "Sutlej" being second in 12 mins. 10 secs.; in sheet anchor, and away all boats' crews and pull round the fleet. Orders were received in the afternoon to raise steam for 12 knots by 9 a.m. next morning. Prepared ship for sea in the evening.

Tuesday, March 21st.—Weighed anchor at 9.30 and proceeded out as follows: "Glory," "Sutlej," "Centurion," and "Andromeda." On going out we passed some American men-of-war at anchor which had come in early this morning; they consisted of two battleships, a transport, and six torpedo-boat destroyers. As we passed their flagship she fired a salute, which the "Glory" returned. Steam tactics were carried out all the forenoon and up to 2 p.m. The weather dull and rainy and the sea very unsettled. Arrived and moored in Long Harbour at Mirs Bay at 2.45 p.m. The "Amphitrite" left Hong Kong at 3.30 p.m. for England to pay off, she having been relieved by the "Diadem."

Wednesday, March 22nd.—All the boats went away sailing in the afternoon. The weather was a trifle better, but it rained occasionally.

CHAPTER VI.

*Ordered South—We Meet the Russians—
Singapore—Hot Cross Buns.*

Monday, March 27th.—We weighed anchor and proceeded to carry out a steam trial. There are sixty or more A.B.'s and ordinary seamen in the stokehold, and they are going to have a hot time down below. The average speed registered was 20·4 knots, which is not so bad. One boiler broke down, but luckily no one was injured by the escaping steam. Another one was soon lit and took its place.

Tuesday, March 28th.—Remained at sea all night; very rough, with a strong wind blowing. Picked up the fleet about 7.30 a.m. and proceeded in two divisions—"Glory," "Centurion," and "Sutlej"; "Ocean" and "Andromeda." Exercised at general quarters from 9.30 till 11 a.m., then steam tactics till noon. The fleet then dispersed, and in company with "Andromeda" we proceeded in single line at 12 knots; the remainder of the fleet increased their speed and proceeded in the opposite direction for the purpose of wireless telegraphy experiments, which were continued all the evening.

Wednesday, March 29th.—Picked up the



BEST 9.2 GUN'S CREW, 1905.
8 rounds, 8 hits, 2½mins. Gunlayer, J. Wise, P.O.I.

fleet at 7.30 a.m. and proceeded together till 9 a.m., when we were detached to make our way to Samun Bay, where we anchored and continued the wireless experiments with the fleet, which had broken up and anchored in different harbours. The weather has been very cool and a bit windy.

Thursday, March 30th.—Proceeded to Mirs Bay at daybreak, where we found all the other ships had assembled; anchored at 9 a.m. In the afternoon make and mend clothes was piped. About 6.30 p.m. a signal was made inviting fifty men from each ship to our concert. The entertainment passed off very well indeed.

Friday, March 31st.—Proceeded to Hong Kong at 7.30 a.m., a very thick fog hanging about. We anchored at 11.30 a.m., and special leave was given to the port watch.

Saturday, April 1st.—Usual clean ship—hoses and buckets, scrubbers and brooms, holystone and sand all over the place, on deck and below.

Sunday, April 2nd.—Captain went his usual rounds at 9.30 a.m. The weather very gloomy and misty, but a lot warmer.

Monday, April 3rd.—Collision stations, stations for abandon ship, and out sheet anchor were the evolutions carried out this morning. In the evening a boat race took place between the "Glory" and the "Ocean," the latter winning by two lengths amid great applause from all the ships at anchor here.

Tuesday, April 4th.—The atmosphere is

very warm, which is quite a change from what we have been having lately. We have been here over three months, and the weather so far has been very cool, misty or foggy. During part of the day the hands have been employed in taking in ammunition and powder, after which was piped, "Clear ship ready for action." Going on shore in the evening, I met several chums and was invited to a drink, and whilst listening to a yarn a Yankee blue-jacket called for drinks for the whole house; but when it came to the settling he argued a lot before he paid up. It must have run him into a few dollars.

Wednesday, April 5th.—Coaling commenced at 7.30 a.m. and finished at 8.30 p.m., we having taken in 1,400 tons.

Thursday, April 6th.—The day has been very warm and bright, much to the satisfaction of many aboard. The "Centurion" went out this morning for target practice, and has just come in and anchored near us.

Friday, April 7th.—Strong wind blowing, but nice and fresh. The "Bonaventure" arrived at 10.30 a.m. from Esquimalt to relieve the "Thetis," which is to return to England to pay off. The "Andromeda" proceeded into dock at 10.30 a.m. Orders have been issued by the Commander-in-Chief for all ships to complete with stores and provisions, so evidently we are booked for a cruise somewhere. We are to go to sea on Wednesday next (12th), Mirs Bay being our headquarters. Hands were employed in painting the ship's

side, otherwise nothing worthy of note has taken place.

Saturday, April 8th.—At 10 a.m. a signal was received from the flagship to raise steam at once for full speed, which for a time caused great excitement on board. A general signal was made from the flagship soon after as follows: "The 'Sutlej' will proceed to Singapore at 4 p.m." Up to the present no one knows what is in the wind or the reason for our hurried departure for Singapore. About noon colliers were seen to go alongside the "Glory," and not long after, instead of cleaning the ship, they were doing just the opposite, coaling. This certainly meant business. The reason that we were picked out from among the others was that we had recently coaled and were full up with ammunition. At 4 p.m. we saluted the Admiral and, in company with "Iphigenia," were soon well out of harbour. Passed the American men-of-war on our port side, their flagship's band at the same time playing the National Anthem, which made us feel proud of being in the "King's Navee."

Sunday, April 9th.—The sea is rather choppy and the ship rolls a good deal. The Captain did not go the usual rounds, which event had been looked forward to by many. The average speed registered up to the present is 19.6 knots, we having to get to Singapore by Wednesday morning the latest, when I suppose we shall again coal. It still remains a mystery why we have been ordered south

at such an exceptionally quick speed, and everyone is at a loss to know what is in the wind. No vessels of any description were passed during the day. The Japanese fleet is supposed to be cruising about in the vicinity of Singapore, having called in there only last week.

Monday, April 10th.—Terribly hot, but the awning being spread over the fo'c'sle, it was made the best of by most of the ship's company. During the night we passed several merchant ships. To-day hands were employed clearing the ship for battle, fixing up splinter nets, etc., and also barricades of thick rope here and there along the upper deck to prevent bursting shells from injuring the crews of the 12-pounder guns on the upper deck. Shells were hoisted up to each gun, and everything wears a warlike appearance. The fo'c'sle was crowded all day, and now and again much excitement was caused by the appearance of some smoke on the horizon, which turned out to be only an ocean tramp or something of that sort.

Tuesday, April 11th.—At 5.45 a.m. the bugle sounded "Saluting guns' crews to your stations." We had sighted a number of vessels on our starboard bow, and great excitement prevailed. As they drew nearer they were made out to be the Russian Second Pacific Squadron, consisting of 15 large warships, 8 torpedo-boat destroyers, 5 volunteer fleet, and 16 transports and colliers, under the command of Vice-Admiral Rojdestvenski.

They were steering N.E. by N. at a speed of from 5 to 8 knots. At 6.10 a.m. we were abreast the Russian flagship "Kniaz Suvaroff," a modern first-class battleship of 13,556 tons, speed 17.6 knots, and an armament of four 12-inch and twelve 6-inch guns, and four torpedo tubes. We then hoisted the Russian ensign at the foremast head and fired a salute of 17 guns, which was not, as far as we could see, returned.

All of a sudden the rearmost ship, the "Oleg," (a modern first-class three-funnelled cruiser) altered course so as to bring herself into closer proximity to us, and when at a distance of about two cables she sheered off and passed under our stern, with the intention, apparently, of noting our name. As she approached we could not help noticing that she had every gun trained on us, but her warlike appearance was spoilt by the fact that she had most of her tompions in ; and so that her nationality should not be mistaken she had her largest ensign flying from the peak. It also appeared that she had recently been coaling, as her sides were covered with coal dust.

The whole fleet was partially cleared for action, but did not seem to fear any immediate attack, as all their top-hamper was left standing, and some of the ships were prepared for coaling, while others seemed to have just finished ; one of them was even seen to be hoisting out her steam-boat. None of them appeared to have any one recognised colour,

some of them being painted black and others white, whilst the cruisers had their hulls and upper works painted black, and the funnels were white with a deep black band round the top. They were out of sight by 7.45 a.m., nothing remaining but a dense black cloud of smoke on the horizon.

Wednesday, April 12th.—At 2.30 p.m. land was sighted, and by 4 p.m. we had arrived and anchored at Singapore. Here we found the "Amphitrite" and "Thetis," and at 6 p.m. the "Iphigenia" arrived and anchored. We are to take in 1,250 tons of coal to-morrow. On approaching Singapore the first things noticeable are three large islands to the star-board side, and after passing these a long stretch of land comes into view, which is covered with all kinds of tropical trees, shrubs, etc. The harbour is then reached. It is hemmed in on three sides and has two entrances, one from Hong Kong, the other from Colombo. The town is conspicuous, with large white buildings along the front and several steeples and towers.

Thursday, April 13th.—Coaling commenced at 8.30 a.m., the work being done by Malay coolies, the ship's company having a stand-off all day, which was spent on the fo'c'sle in singing, etc.

Friday, April 14th.—Coaling finished by 6.30 a.m. and the coolies were transferred to the "Iphigenia," which has been waiting to coal since she came in. Hands employed all day in cleaning the ship. In the evening a

salt-water bath was rigged on the upper deck in which many of the men took a cooler. At 4 p.m. the "Vengeance" arrived from Colombo, where she re-commissioned under Captain Adair.

Saturday, April 15th.—Usual routine of cleaning ship ready for Sunday. At 10.45 a.m. the Dutch cruiser "Utrecht" arrived and anchored, saluting the authorities with 21 guns.

Sunday, April 16th.—After divisions the Captain went the rounds, and divine service was held on the quarter-deck. The ship's company were mustered by the open list.

Monday, April 17th.—Evolutions as usual, consisting of out all boats by hand and fire stations. Another Dutch cruiser arrived in the early morning, named the "Hertog Hendrick," and at sunrise fired the customary salute. The "Vengeance" has been coaling all day.

Tuesday, April 18th.—Evolutions were carried out at 6 a.m., comprising out bower anchor, out and in sailing pinnace by hand. The day has been very hot but fine. "Vengeance" finished coaling at 6 p.m. The salt-water bath was rigged in the evening for the use of the men.

Wednesday, April 19th.—A large Royal Indian Marine troopship arrived and anchored in the roadstead. She has much the same appearance as a P. and O. boat, but is painted a different colour.

Thursday, April 20th.—The appearance of

the sky at daybreak this morning was most magnificent; hardly any clouds were visible, and the horizon was one mass of dark red, which gradually broke up and spread out, showing nearly all the colours of a rainbow. At 8.30 a.m. the troopship left. The Captain went his usual rounds, while small-arm drill was carried out on deck till 10.30 a.m. At 1.30 p.m. the Dutch cruiser "Hertog Hendrick" arrived again to coal. In the afternoon a make and mend was piped. Leave was given to the port watch from 1.30 p.m. till 6.30 a.m. next morning. During the afternoon the Captain of the Dutch cruiser paid us a visit, after which she proceeded alongside the wharf to coal. The men now make the best use of the fo'c'sle of a night time, the mess-deck being practically void of hammocks. It is a curious and comical sight to go on the fo'c'sle in the early morning and see one man with his arms around the fellow next to him, and another with his feet in the next chap's face, and so on, in all manner of positions too numerous to mention. At 11.30 p.m. we received the German mail.

Friday, April 21st (Good Friday).—The ordinary Sunday's routine was carried out today, church service being held on the quarter-deck in the forenoon. One would think that being at such a great distance from England hot cross buns would not be dreamt of, but such was not the case.

Saturday, April 22nd.—A strong wind sprung up about 4.30 a.m., but quickly died

away. Last night the following signal was made from the "Vengeance" which came from the "Hecla" at Colombo: "Russian battleship, hospital ship, and four cruisers seen by the P. and O. S.S. 'Palawan' in Lat. 9° N., Long. 71° E., steering East, at 2 p.m. on 9th April, '05." At 7.30 the hands were exercised at fire stations. Received the mail on board at 11.45 a.m., and I was lucky enough to receive three letters. Usual Saturday's clean ship for Sunday.

Sunday, April 23rd.—Captain went the usual rounds, and after divisions divine service was held on the quarter-deck. Orders were given that we should proceed to sea to carry out cannon-tube and torpedo practice on Friday next.

Monday, April 24th (Easter Monday).—Evolutions were carried out at 6 a.m.: clear ship for action and man and arm boats. We received an unusual surprise about 10 a.m. by the appearance of eleven bags of mails on board; these had been to Hong Kong and back, we having missed them on our voyage down here.

Tuesday. April 25th,—The Governor of Singapore arrived in his yacht at 7 a.m. and saluted the senior British naval officer and the Dutch cruiser. The latter left at 1.30 p.m. We ran torpedoes at anchor from 9 a.m. till 3.30 p.m., and at 8.30 p.m. received orders to burn the searchlights for practice. The "Iphigenia" was the first lit up, then the "Amphitrite," we coming next, and the

“Vengeance” last, the “Thetis” taking no part in the practice. The bright white rays of light presented a fine sight, and attracted shoals of fish to the surface of the water.

Thursday, April 27th.—Captain went his rounds at 9.30 a.m. A make and mend was given in the afternoon. Had a lovely tropical shower about 4 p.m. which washed down the upper-deck nicely. We prepared for sea in the evening.

CHAPTER VII.

*The "Thetis" Leaves for Home—Death of
Mr. McConnell—Off to Hong Kong.*

Friday, April 28th.—Weighed anchor and left in company with the "Amphitrite" and "Iphigenia" at 7.30 a.m., but we separated soon after and placed the target. At 9.30 a.m. exercised at general quarters, and then commenced firing and running torpedoes till noon, when we hauled in the target, and after hoisting in the torpedoes, proceeded back to Singapore, arriving and anchoring in the same position as before at 1.40 p.m. We received five bags of mails from the P. and O. S.S. "Malta" at 6 p.m.

Saturday, April 29th.—During the forenoon the British hospital ship "Incula" arrived and anchored, but left in the evening at 7 p.m. Our divers have been employed all day looking, but without success, for a torpedo which the "Vengeance" lost whilst at torpedo practice at anchor yesterday.

Monday, May 1st.—Went to evolutions at 6 a.m.: out all boats by hand, out stream anchor, and in stream anchor. While the 1st barge was being lowered this morning the foremost fall gave way and plunged the crew

and midshipman into the ditch, but they were soon got on board again, none the worse for their wetting. The ship's company were paid at 12.30 p.m., and at the same time issues of soap and tobacco were made.

Tuesday, May 2nd.—I managed to get a day's leave, and with several others paid a visit to Johore, going over the Rajah's palace and mosque. H.M.S. "Hecla" arrived at 6.30 a.m. from England and proceeded straight to the quay to coal. She finished by 5.20 p.m., and leaving the jetty, anchored between us and the "Vengeance." The "Diadem," we have learned, left Trincomalee to-day, so she will arrive here about Sunday next.

Thursday, May 4th.—The "Hecla" left for Hong Kong at 6.15 a.m. The Captain went his usual rounds, and in the afternoon make and mend clothes was piped. The Dutch cruiser "Zeeland" proceeded alongside the jetty to coal.

Friday, May 5th.—Just after 5 a.m. the Russian Third Pacific Squadron, consisting of about ten ships, passed here, but they could not be distinguished, as they were most of the time hidden from us by a rain storm. During the forenoon general quarters and fire stations were practised. An Italian cruiser named the "Puglia," accompanied by a transport, arrived at 1.30 p.m. and fired a salute of 21 guns, which was returned by the saluting battery ashore. The Dutch cruiser finished coaling, and came out and anchored at 5.30 p.m.

Sunday, May 7th.—Divisions, rounds, and church as usual. We noticed that the "Thetis" flew her paying-off pendant for the first time, and also that the Italian man-of-war and the transport were both flying paying-off pennants. During the afternoon the transport gave various selections on her band, which we could plainly hear. At 1.30 p.m. the "Diadem" was sighted, whereupon the "Amphitrite" commenced cheering, and continued till she had anchored, the band on the Italian transport at the same time playing the National Anthem.

Monday, May 8th.—Collision stations, out sheet anchor, and away all boats' crews and pull round the fleet were the evolutions carried out this morning. At 9.30 the "Thetis" got under weigh and her ship's company manned the rigging, etc. All the ships then piped "Clear lower deck," and each in turn cheered her as she passed, the bands playing such tunes as "Home, sweet Home" "Merry England," "Auld Lang Syne," etc., she being bound for Devonport to pay off. We noticed that the Italian cruiser cheered immensely, while the "Amphitrite's" band finished up by playing "You've got a long way to go," which I do not think was meant for the "Thetis," but for the "Diadem," which had only just arrived on the station.

Tuesday, May 9th.—Got under weigh at 7.30 a.m. for the purpose of carrying out cannon-tube firing. Cleared ship for action and went to general quarters till 10.30 a.m.

The "Vengeance" also left to carry out practice with torpedoes. We finished at 11.45 a.m., and after having hauled in the target, proceeded back to Singapore and anchored at 12.30 p.m., and found the "Diadem" had gone in to the jetty to coal. "Vengeance" returned at 3.15 p.m.

Wednesday, May 10th.—"Diadem" left the jetty and anchored in the roadstead at 7.45 a.m. At 8 a.m. a German gunboat named the "Sperber" arrived and fired a salute of 21 guns, which was returned by the battery on shore. The "Vengeance" again left at 8.15 a.m. to continue torpedo firing. The French sloop "Comete" weighed anchor and left at 11 a.m. At 9.25 p.m. the Siamese yacht "Maka Chakrkri," with the Crown Prince of Siam on board, arrived and anchored much closer in than the men-of-war here.

Thursday, May 11th.—The yacht saluted the country with 21 guns, which was returned by the battery ashore. No special salutes or decorations are to be made for the Crown Prince, as his visit is of a private nature.

Friday, May 12th.—General quarters were exercised from 9.30 till 10.30 a.m. At 9.30 the Dutch cruiser "Hertog Hendrick" again arrived, and after dinner proceeded to the jetty to coal. Received six bags of mails from a P. and O. steamer from England.

Monday, May 15th.—At 4.30 a.m. our Gunner, Mr. McConnell, died in the hospital ashore. On Saturday evening he went over to the "Diadem" to visit some friends, and

while there slipped and fell down the gangway ladder from the top to the bottom, sustaining severescalp wounds and being rendered unconscious. The funeral took place at 4 p.m. to-day, he being buried with full naval honours. The mourners numbered about one hundred, and together with the ship's firing party, field-gun's crew, and the bands from the "Amphitrite" and "Vengeance" made a very large party. Ensigns were at half-mast on each ship while the funeral was taking place, and also on the Dutch cruiser. A large transport laden with soldiers came in at 8.30 a.m. and passed close to us. In the evening the hands prepared ship for sea.

Tuesday, May 16th.—Weighed anchor at 7.30 a.m. for the purpose of carrying out long-distance firing. The water was very calm and there was no breeze. Cleared ship for action and went to general quarters till 11.30 a.m. We fired two full charges from the 9.2 guns, and four each from the 6-inch and 12-pounders. This was completed by 12.30 a.m., when the target was hauled in and we proceeded back to Singapore. We arrived and anchored in our usual position at 2.30 p.m. In the evening the hands were employed in preparing for coaling.

Wednesday, May 17th.—The Siamese yacht "Maka Chakrkri" left before daybreak. At 6.30 a.m. we weighed anchor again and proceeded up the harbour to the Tanjong Pagar Wharf, arriving and tying up between sheds No. 24 and 25 by 7.30 a.m. Coaling com-

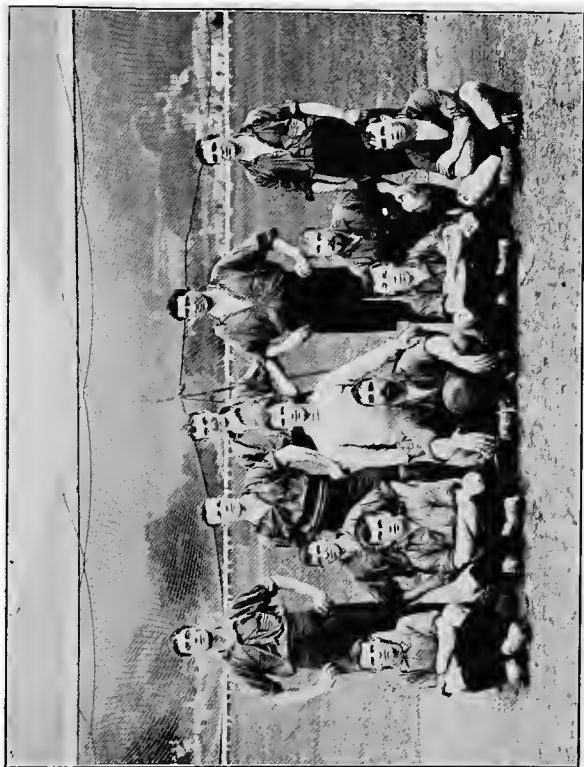
menced at 8 a.m., which was done by Malay coolies. Ahead of us is a large merchant vessel called the "Jason," from Liverpool, and one can nearly touch her ensign staff. Several of her ship's company were looking at us, and on getting into conversation with one of them, I learned that she was homeward bound. We finished coaling about 12.30, having taken in 600 tons. We then proceeded out to the roadstead and joined up with the fleet again, arriving about 4.30 p.m. All hands were then employed in cleaning the ship, which lasted till 7 p.m. At 10 p.m. a large German hospital ship came in, full of wounded Russians going back to Russia.

Friday, May 19th.—To-day we have been in commission six months. Received a mail from England at 10 a.m. General quarters were carried out during the forenoon.

Saturday, May 20th.—Cleaning ship again for Sunday. Fire stations were exercised at 7.30 a.m. for half-an-hour. Got a few more bags of mails from a British India boat.

Sunday, May 21st.—Captain went his usual rounds and inspected the ship, the hands afterwards mustering by open list. Very dull and raining nearly all day.

Monday, May 22nd.—At 6 a.m. evolutions were carried out, and the "Diadem" and "Vengeance" proceeded to sea to carry out firing, returning about 2.30 p.m. Saluted the Governor of Singapore with 17 guns, which was returned. Rained nearly all the afternoon.



THE FOOTBALL TEAM.

Tuesday, May 23rd.—At 8.15 a.m. the "Iphigenia" proceeded to sea to carry out target practice, returning at 3.15 p.m.

Wednesday, May 24th.—Victoria Day. At 7.30 the "Iphigenia" again left for firing. The signalmen were kept busy during the early morning, and at 8 a.m. all the ships dressed in rainbow fashion. Several of the merchant ships also dressed, but the majority hoisted only the usual ensign. The "Iphigenia" returned and anchored at 12.30 p.m.

Thursday, May 25th.—Small-arm drill was carried out on the upper deck. At 10 a.m. a medical survey was held in the Captain's fore cabin before the Fleet Surgeon of the "Vengeance" and Staff Surgeons of the "Amphitrite" and "Diadem" on an Able Seaman suffering from tuberculosis. He was found to be medically unfit and ordered to be sent home.

Friday, May 26th.—"Amphitrite" left at 7.30 a.m. for the purpose of carrying out heavy-gun firing. We received orders during the forenoon to raise steam for 12 knots by 2.30 p.m. to-morrow, and in company with the "Vengeance" to proceed to Hong Kong. At 5 p.m. we received 31 E.R.A.'s from the "Diadem" for passage to Hong Kong.

Saturday, May 27th.—During the forenoon the hands were employed in preparing the ship for sea. This morning we noticed that the "Amphitrite" hoisted her paying-off pendant. At 2.30 p.m. the "Vengeance" preceded us out of harbour, and as we passed the

“Amphitrite” we gave three cheers to the men who were crowded on the fo’c’sle and up the foremast and rigging, which they returned, her band at the same time playing “You’ve got a long way to go,” having a quiet pull at our leg. Nothing occurred on our way till 8.30 p.m., when we burned searchlights and illuminated the ensign, at the same time firing several signal rockets for practice. The sea is very calm, with hardly a breath of wind blowing.

Sunday, May 28th.—Last night we had a rather violent storm, raining and blowing for about an hour. Usual rounds and divisions, and church service at 10.30 a.m. on the quarter-deck. Sighted a large blue-funnelled boat about 2 p.m., which had some bags of mails for both ships from Hong Kong. She stopped, and the “Vengeance” lowered a boat and received the bags. We then stopped and took ours on board, but there was no news of much importance in them.

CHAPTER VIII.

*News of the Battle of Tsushima—Battleships
Leaving for Home.*

Monday, May 29th.—The day broke very hot, and the sky was thick with dark clouds. We steamed away from the "Vengeance" at 8 a.m. and carried out target practice. Went to general quarters at 9.30 a.m. till 12.30 p.m., firing from all the guns taking place in the meantime; then we got in the target and made our way to the "Vengeance," whom we picked up at 3 p.m. At 11 p.m. we went to night quarters for half-an-hour.

Tuesday, May 30th.—Finished off the remaining rounds of 12-pounder and 3-pounder guns, and occupied the remainder of the forenoon in cannon-tube firing. Hauled in target at noon, when about fifty seamen were told off for the stokehold as they were lighting up all the boilers and getting up steam for a trial. The "Vengeance," which had been keeping about three cables ahead of us, altered course so as to let us pass at 4.33 p.m., and from then till 8 p.m. we worked up to full speed, the "Vengeance" gradually dropping astern. By 8 p.m. we had got on full power, clouds of smoke all the time issuing from the four

funnels, and we commenced the trial which lasted till 4 o'clock next morning. We then eased down to about 15 knots, which was kept up the remainder of the passage.

Thursday, June 1st.—Rained in torrents all the forenoon, and a thick mist obscured our entry into Hong Kong, where we arrived at 10.30 a.m., proceeding to the extreme end of the line and tying up to No. 5 buoy. The "Hogue" came in just after, from Mirs Bay. The ships here are the "Glory," "Ocean," "Andromeda," "Hecla," "Clio," and "Tamar." After we had moored ship we received information that a naval battle had been fought between the Japanese and the Russian Baltic Fleet, the latter having lost all their ships except three. After dinner, hands were employed rigging coal-shoots, and at 2 p.m. coaling commenced. The "Bonaventure" arrived after firing and anchored at 3 p.m. Coaling continued till 11 p.m.

Friday, June 2nd.—Carried on coaling at 9 a.m. The "Vengeance" arrived at 10 a.m. and the "Centurion" at 11.30. We finished coaling at 4 p.m., when the hands commenced provisioning and getting in ammunition, torpedoes, and other gear. At 2.30 p.m. we had orders to raise steam for 12 knots by 5 p.m.

Saturday, June 3rd.—Orders for sea having been cancelled, the usual routine was carried out. At 7.30 a.m. the "Albion" arrived from Mirs Bay. Monthly payment at 12.30 p.m., and in the afternoon a make and mend was given. At 5 o'clock "Hands to bathe" was

piped, but a very strong tide was running, and several men got carried right astern until picked up by the 1st barge. A German cruiser arrived at 3.30 p.m.

Sunday, June 4th.—Usual church service on the upper deck and divisions. Went ashore in the afternoon and took a trip up the Peak by the railway. The slope of the hill on which it is built is very steep indeed, but is not noticed much whilst in the car. On reaching the end of the journey we walked to the highest place, and from there got a splendid view of Hong Kong and the surrounding country. The ships and boats had the appearance of toys, and the town looked very diminutive.

Monday, June 5th.—Quarters and the usual evolutions were carried out. Went over the side in the morning and evening for a dip, which was very cool and refreshing.

Tuesday, June 6th.—Raining nearly all day. The "Clio" left at 4.30 p.m. Orders have been received for the "Ocean" and "Centurion" to return to England, and they proceed at 10 a.m. to-morrow. All the German vessels here dressed ship in honour of the wedding of the German Crown Prince, and a Royal salute was fired by the river gunboats, "Tiger" and "Tsingtan," at noon.

Wednesday, June 7th.—At 8 a.m. the Admiral hoisted his full Admiral's flag, he having been promoted to that position yesterday. Another wet and miserable day, nearly as bad as London in November. An American

man-of-war arrived at noon and saluted the Admiral with 17 guns. The "Ocean" and "Centurion" unmoored at 10 a.m. and left, we cheering the former as she passed us, but the latter was too far out for us to cheer.

Friday, June 9th.—The "Bonaventure," "Hart," "Handy," "Virago," "Whiting," and "Otter" left for Wei-hai-Wei at 6 a.m. At 11.45 a.m. the "Glory," "Hogue," and "Fame" also sailed for Wei-hai-Wei, calling in at Shanghai. General quarters were carried out from 9.30 till 11 a.m.

Saturday, June 10th.—The sloop "Cadmus" arrived from the Australian Station at 7.30 a.m. At 2 p.m. the "Albion" (flagship of the Rear-Admiral) slipped her buoy and proceeded homeward to join the Atlantic Fleet. As she passed the German man-of-war they gave her three cheers while their band played "God Save the King"; the "Albion's" band then struck up the German National Anthem. As she passed the American flagship she saluted with 15 guns. Only two battleships now remain on this station, the "Glory" and "Vengeance"; the former is very shortly going home, whilst the latter sails on Monday at 9 a.m. for Devonport.

Monday, June 12th.—To-day we were put in dockyard hands for seven weeks' refitting. At 8 a.m. the "Rambler" left for Borneo, and the "Vengeance" left for home at 9 a.m. As she steamed out of harbour her band played the French and German National Anthems, and also "Rolling Home to Merry

England," after which she hoisted the following signal: "Farewell, China Fleet, and may all good luck attend you." As she passed the American Admiral she fired a salute which was returned by the U.S.S. "Rainbow." The "Hecla" left to carry out a steam trial. A large North German Lloyd steamship arrived and anchored; she was chartered by the German Admiralty to bring out relief crews to the German squadron, and was crowded with sailors. She left late in the evening. The "Hecla" returned at 6.45 p.m.

Tuesday, June 13th.—The "Andromeda" started coaling at 8 a.m. and finished at 5 p.m., having taken in 700 tons. The "Iphigenia" arrived at 7 p.m. from Singapore and six torpedo boats from the Mediterranean.

Wednesday, June 14th.—The cable was hauled back to the lockers to-day, it having been brought out yesterday for survey.

Thursday, June 15th.—The "Moorhen" left early this morning for a cruise up the rivers. A P. and O. mail steamer arrived from England at 6.30 p.m., and our mail consisting of seven bags was received on board at 9.15 p.m. At 5 p.m. there was a whalers' race between the "Andromeda" and "Cadmus," resulting in an easy win for the former.

Friday, June 16th.—The "Cadmus" left at 7.30 a.m., and the "Iphigenia" commenced coaling at 8 a.m. The weather for the last two or three days has been very windy and unsettled, and at noon to-day the signal was made that a typhoon is expected. This signal

was hoisted first at the local observatory, and was repeated by all the men-of-war in harbour. During the afternoon and evening all the sampans and junks either sailed or were towed into Typhoon Harbour, where every protection is afforded them. The wind is rather high and a very strong tide is running.

Saturday, June 17th.—The typhoon signal was kept flying all day. At 12.30 the monthly issue of clothing was made on the aft deck.

Sunday, June 18th.—The day broke very hot and close, and the signal was hauled down as the typhoon was going northwards. The sea is very calm with hardly a breath of wind, and during the day all the sampans and junks came out from their anchorage.

Monday, June 19th.—We have been in commission seven months to-day. At 9 a.m. the "Andromeda" slipped her buoy and proceeded to Wei-hai-Wei, and at the same time the "Iphigenia" left for Singapore. The only ships here now are the "Tamar," "Sutlej," and "Hecla," the "Waterwitch" having left before daybreak this morning. The torpedo boats "Exe" and "Arun" left for Wei-hai-Wei at 2.15 p.m.

Tuesday, June 20th.—Received a signal to the effect that the "Diadem" left Singapore to-day for Hong Kong. The weather has been very unsettled, raining on and off the whole time, making the place very damp and miserable. At 4 p.m. the American mail boat "Minnesota" left.

Wednesday, June 21st.—In the afternoon the

C.P.R. Co's S.S. "Empress of India" left for Yokohama, having on board several invalids for the sick quarters there, where it is considered very healthy. We received three bags of mails from the German mail steamer "Suchsan" at 9.30 a.m.

Friday, June 23rd.—Another wet and miserable day. The range party went out at 6.30 a.m., and returned wet through about 5 p.m., having finished their firing. The highest score made up to the present is 237 out of a possible 240.

Saturday, June 24th.—Exercised fire stations at 7.30 a.m. The usual clean-ship routine was carried out. At 2.30 p.m. the Captain of a Portuguese gunboat paid the Commodore a visit and then visited our Captain.

Sunday, June 25th.—The "Diadem" arrived from Singapore at 9.45 a.m., so perhaps tomorrow we may get our band, which has been anxiously looked for since we commissioned. Usual divisions and church service held on the quarter-deck.

Monday, June 26th.—Our band came on board from the "Diadem" at 9.30 a.m. Hardly anything else occurred worth noting. A strong wind blew all day.

Tuesday, June 27th.—At quarters clean guns this morning the band, for the first time, gave several selections, after which they went on to the quarter-deck and played the colours up at 8 a.m. In the evening the Captain gave a dinner on the quarter-deck, which was most tastefully decorated with flags and electric

lamps. The band played numerous pieces of dance music and also some well-known sea songs, finishing up about 11.45 p.m. At 3 p.m. the "Hecla" left with two torpedo boats for Wei-hai-Wei.

Wednesday, June 28th.—The mail from England arrived at 7 a.m. in the P. and O. S.S. "Chusan," we receiving seven bags about 9 a.m. The German gunboat "Tiger" arrived at 11 a.m. and anchored close to the "Tamar." At 4 p.m. the Indian troopship "Dufferin" left for Wei-hai-Wei.

Friday, June 30th.—It seems to be getting hotter and hotter every day, with hardly a breath of wind. During the night it rained in torrents, shifting those who had made a comfortable bed on the fore-castle.

Saturday, July 1st.—The mail for England closed on board at 8 a.m., and left in the P. and O. S.S. "Nubia" at noon. Usual Saturday's routine, scrubbing and cleaning the ship for Sunday. The band played on the port-battery deck from 6.30 to 7.30 p.m.; dancing and singing were in full swing all the time.

Sunday, July 2nd.—The Captain (as on last Sunday) only inspected the men. Church and divisions were held as usual. I noticed during the day that the typhoon signal was again hoisted.

Monday, July 3rd.—Very hot all day, the hands being employed in painting the ship inside. At 10 a.m. we sent two cases to the Royal Naval Hospital suffering from dysentery.

Tuesday, July 4th.—The Marines landed for drill at Happy Valley at 5.30 a.m., and returned on board at 8.30 a.m. We dressed ship "over all" with flags and pennants, with the American ensign at main, in commemoration of the Declaration of Independence in 1775. The German mail-boat arrived at 6 p.m., and we received four bags.

Wednesday, July 5th.—All the marksmen went to the range this morning for practice. It is again very hot, and it seems as though it is going to remain so for a long time yet. The ship's company finished the annual course of musketry to-day. There are hardly any ships here at all now, which is quite an uncommon thing, as the harbour is generally crowded with merchant vessels, etc.

Friday, July 7th.—We exercised at general quarters from 9.30 till 11 a.m. At 10.30 p.m. a large junk collided with our buoy, and got her ropes, etc., entangled with our lower boom; but the picket-boat, having steam up, was ordered to tow her off, which she accomplished successfully.

Saturday, July 8th.—Of course, the ship is again upside down, water nearly up to one's knees, cleaning and scrubbing everywhere, to make her look A1 for the Captain's rounds tomorrow. The band played on the port side of the upper deck from 5.30 to 6.30 p.m., while the matloes busied themselves singing and dancing.

Sunday, July 9th.—At 9.30 the "Diadem" slipped her buoy and left for Wei-hai-Wei,

accompanied by the T.B.D.s "Dee" and "Ettrick."

Monday, July 10th.—The homeward-bound French mail-boat arrived at 4 a.m. Evolutions were carried out at 6 a.m., which were as follows: Out starboard bower anchor and in bower anchor, away all boats' crews, pull round the French mail-boat. At 8 a.m. the American gunboat, which has been lying here for some time, left for Canton, and at 9 o'clock the "Sirius" arrived from Shanghai.

Tuesday, July 11th.—The Marines, with the band, landed for drill at 6 a.m. at Happy Valley. At 7.30 a.m. the "Iphigenia" arrived here from Singapore, and commenced coaling immediately, which looks as though she will soon be off again. This morning the "Sirius" was inspected by the Commodore prior to her leaving for England to pay off. The "Robin" (river gunboat) arrived later in the day.

Wednesday, July 12th.—A Court of Inquiry assembled on board the "Sirius" at 10 a.m., under the presidency of our Skipper, to ascertain the cause of that ship grounding outside Wei-hai-Wei. This finished about 11.30, with the conclusion that no blame attached to anyone. The "Iphigenia" left for Wei-hai-Wei at 8 a.m. to join the fleet.

Thursday, July 13th.—The P. and O. mail-boat arrived at 6.30 a.m., and our mail, consisting of six bags, was put on board at 9 a.m. All the seamen landed at 6 a.m. for a route march, and returned on board at 8.30

a.m. There were no rounds to-day, but the usual make and mend was given in the afternoon.

Friday, July 14th.—Exercised at general quarters at 9.30 a.m., during which the first-aid party was used. It was supposed we were in action, and that men were being killed and wounded, and we had to apply first-aid to those requiring it.

Saturday, July 15th.—The Royal Indian Marine troopship "Dufferin," which arrived here a few days ago from the north with homeward-bound Indian troops, slipped her buoy at 8 a.m., and left for Bombay. As she passed us her band played "Rule Britannia," while the soldiers cheered heartily; but we, getting no orders, had to let her pass without the cheers being returned.

Sunday, July 16th.—Usual Captain's rounds, but, instead of divisions, the ship's company were mustered by the open list. Church was held on the quarter-deck afterwards.

Monday, July 17th.—Evolutions were carried out at 6 a.m., consisting of out and in all boats by hand, and away all boats' crews and pull round the "Tamar." We received a mail from England by the German mail steamer "Prinz Heinrich," consisting of two bags, at 9 a.m.

Tuesday, July 18th.—The Marines landed for drill at 6 a.m., with the band, and returned on board at 8 a.m.

Wednesday, July 19th.—Started provisioning ship at 6.30 a.m., which continued till 8

p.m. Hands were employed painting the aft deck to-day. The weather still remains terribly hot, and one seems to do little else but perspire all day long. To-day we received our new gunner from the "Excellent," who had taken passage in the mail steamer. Provisioning ship was continued during the forenoon. In the afternoon the usual make and mend was piped.

Friday, July 21st.—We were exercised at general quarters from 9.30 a.m. till 11 a.m. The typhoon signal denoting that one is expected from the south was hoisted on board the "Tamar" at 1 p.m.; and all this afternoon the sampans and junks have been getting under shelter in Typhoon Bay.

Saturday, July 22nd.—The typhoon signal was hauled down the first thing this morning, so the typhoon has again passed without touching Hong-Kong. The whole day we had occasional showers, which made it very miserable on deck.

Monday, July 24th.—During the forenoon the hands were employed preparing the ship for sea, the dockyard people having completed all our defects. We slipped the buoy, and proceeded out at 11 a.m. for a short steam-trial, returning about 2.30 p.m. Coal shutes were then rigged, in preparation for coaling to-morrow. At 3 p.m. the French river gun-boat "Vigilante" arrived.

Tuesday, July 25th.—Coaling was commenced at 7.30 a.m. It rained on and off nearly all day, which laid the coal-dust com-

pletely. We finished coaling at 3 p.m., having taken in 650 tons.

Wednesday, July 26th.—At 7 a.m. we took on board ten tons of coke and also numerous packages and parcels for conveyance to the various ships at Wei-hai-Wei. The "Glory" arrived from Wei-hai-Wei at 3 p.m. About 6 p.m. a strong breeze sprang up, and the typhoon signal was hoisted. We received six bags of mails from the P. and O. mail-boat at 8.30 p.m.

Thursday, July 27th.—The wind blew very strong all night, but settled during the morning, the typhoon signal being also hauled down. Hands were employed in preparing the ship for sea, and at 2 p.m. we slipped our buoy and proceeded, bound for Chemulpho, where the fleet is at present. As we passed the "Glory," our band played "Rolling Home to Merry England," "Auld Lang Syne," etc., as that ship leaves for England next Saturday. The weather was rather rough outside, and we were soon rolling and pitching most uncomfortably. No make and mend was given, and after evening quarters out and in collision-mats was practised.

Friday, July 28th.—Clear ship for action and general quarters were exercised during the forenoon. The weather still remains as hot as ever, but the sea has gone down somewhat.

CHAPTER IX.

*Chemulpho—Japs Raising the "Variag"—
Four-funnel Bay—Gunlayers' Test.*

Sunday, July 30th.—Still bowling along at the usual twelve knots, with a fine breeze all the time. The usual rounds and divisions on the upper deck, and church on the quarter-deck at 10.30 a.m.

Monday, July 31st. — Passed numerous islands on our starboard side, which part of the globe is called the Korean Archipelago. Clear ship for action and general quarters were exercised during the forenoon. We arrived at Chemulpho at 8 p.m., and moored ship. Here we found the "Alacrity," with the Commander-in-Chief, and the "Iphigenia."

Tuesday, August 1st.—Very wet and miserable throughout the day. Most of my time is spent in watching the Japanese at work trying to raise the sunken Russian cruiser "Variag." Her fore and after bridges can easily be seen, and at low water her conning-tower; and not many yards away one could see the divers going down. We received orders during the afternoon to raise steam for



THE "CHIPPY" CHAPS.

fifteen knots and proceed to Wei-hai-Wei at 4 a.m. Hands were employed preparing the ship for sea during the evening.

Wednesday, August 2nd.—Got under weigh at 4.30 a.m., the weather the same as yesterday, raining on and off. We kept up the fifteen knots all the forenoon, and put her on to eighteen during the afternoon, but ran into a thick fog, which kept the syren busy until we got out of it. Man and arm ship was exercised after evening quarters. We arrived at Wei-hai-Wei at 8 p.m., and anchored in Four-funnel Bay.

Thursday, August 3rd.—Weighed anchor, and left to carry out the quarterly practice of cannon-tube firing. The ship was cleared for action at 9.30, and the target placed. Firing continued till 5 p.m., when we picked up the target, and again anchored in Four-funnel Bay.

Friday, August 4th.—Left at 6.30 a.m., and commenced firing again at 7 a.m. Went to general quarters at 9.30 a.m. till 10.30. At 2.30 p.m. we passed the "Bonaventure," who had just come from Chefoo; she went into the harbour. We went right inside, and moored ship with the fleet at 4 p.m. We found the "Andromeda" was the Senior Officer's ship, the others being the "Hogue," "Diadem," "Hecla," and several torpedo boat destroyers.

Saturday, August 5th.—Two destroyers, the "Dee" and "Ettrick," arrived from Chemulpho at 6 a.m., and anchored ahead of us. Usual Saturday's routine, cleaning the

ship. What a difference here from Hong Kong! It is quite a change to feel a cool breeze, which can be got on the fo'c'sle any evening now.

Sunday, August 6th.—Divisions and church were held as usual, also Captain's rounds. Leave was given from 1 p.m. till 7 p.m..

Monday, August 7th.—During the forenoon evolutions were carried out, the "Sutlej" being first every time except in "Back all boats." Field guns were landed in the afternoon, and during the evening we prepared the ship for coaling.

Tuesday, August 8th.—After waiting all day for the "Mercedes," which was to bring the coal, she arrived, and tied up to our starboard side at 6 p.m. Another two hours were spent in rigging the Temperleys, etc., but at eight o'clock we commenced. The band played various lively tunes during the night. The "Bonaventure" left at 8.30 p.m. for Shanghai with the C.-in-C.'s mail.

Wednesday, August 9th.—We finished coaling at 2.30 a.m., having taken in 200 tons. The collier then cast off, and proceeded alongside the "Hogue." We unmoored, and proceeded to Four-funnel Bay at 7 a.m. The ships dressed in rainbow fashion at 8 a.m. in commemoration of the King's Coronation. The target was placed during the day by a small tug called the "Hesperus." Saturday's routine was carried out during the forenoon, getting rid of the coal-dust, etc., and in the afternoon make and mend clothes was piped,

leave being given from 1 p.m. till 7. At noon all the ships fired a twenty-one-gun salute, and at sunset the ships were undressed. We weighed anchor at 7.30 p.m., anchoring outside the island, close to the target.

Thursday, August 10th.—We got under weigh at 7.30 a.m., and, after getting out to the buoys marking the firing distance, we commenced our gunlayers' competition. Several officers from the other ships are aboard us, and two others on the picket-boat acting as markers and umpires. The ship's company were given a stand-off all day, and allowed on the boat-deck to witness the firing. Make and mend was given in the afternoon, and from 3 to 4 p.m. the band played on the upper-deck. At 5 p.m. the "secure" sounded, and at 5.30 we anchored as last night.

Friday, August 11th.—The day broke very rough and windy with rain, and a heavy sea running made it impossible for us to continue the firing. It went down a bit at noon, and so we up anchor and continue the firing, but there was a heavy swell all the afternoon. We finished the 9.2-inch and the 6-inch, and fired one 3-pounder, then we returned to the target and anchored. The men had another stand-off during the afternoon; the band also played on the upper-deck. At 5 p.m. a man was brought on board from the target party who had jammed his leg between the target and the steam pinnace; but on being examined at the sick-bay he was found to have no bones broken.

Saturday, August 12th.—Weighed anchor at 8.30 a.m., and commenced firing the 3-pounders. After this the 12-pounders were fired, and the firing from these was fairly good. We finished at 2.30, and then proceeded inside the harbour, where we moored in our usual place. Five American torpedo boats came in during the afternoon, but they anchored close in against the mainland. We passed a German cruiser during our firing this forenoon, but could not make her out very plainly, as she was a considerable distance away.

Monday, August 14th.—The hands turned out at 4 a.m., and coaling commenced at 5 a.m. from the collier "Mercedes." The five American destroyers left at 11 a.m. We finished at 7.30 p.m., having taken in 1,250 tons. Supper was then piped, and the decks swept up, when they piped down. No hammocks were got out, but the men lay on the decks just as they were till morning.

Tuesday, August 15th.—Saturday's routine was carried out all day cleaning the ship. The Commander-in-Chief arrived in the "Alacrity" at 10 a.m., accompanied by the "Iphigenia." Very cool and pleasant is the weather here now.

Wednesday, August 16th.—The "Andromeda" and "Diadem" unmoored and left the harbour to carry out battle-practice. The "Iphigenia" was coaling all day, prior to her leaving for England next Monday.

Thursday, August 17th.—The "Iphigenia"

finished coaling at 8 a.m. At 6 a.m. we landed small-arm companies for drill and route marching; returned on board at 8.30 a.m.

Friday, August 18th.—Exercised at general quarters from 9.30 to 10.30 a.m. We discharged all the volunteers for the Royal Fleet Reserve to the "Iphigenia" for passage to England. Searchlights were burned for practice by all the ships present from 9.30 till 10 p.m.

CHAPTER X.

Mining—"Man Overboard"—Battle Practice.

Saturday, August 19th.—To-day we have been in commission nine months. Wind and sea very high all day, and it rained continually, making things very miserable. The "Astræa" arrived from Shanghai at 1 p.m., and anchored in Four-funnel Bay. The German cruiser "Furst Bismarck" was sighted off the island, but passed, steering south-west.

Sunday, August 20th.—At 9.30 the ship's company were mustered by the open list, after which Divine service was held on the quarter-deck.

Monday, August 21st.—At 6 a.m. the "Iphigenia" left for Hong-Kong on passage to England to pay off. The "Astræa" came in at 7.30 a.m., mooring in the berth vacated by the "Iphigenia." She then commenced coaling from the "Mercedes." Evolutions were carried out, the "Sutlej" being first in three out of four evolutions. The field guns were landed after dinner for exercise, and the destroyers' regatta took place from 1.30 till sunset.

Tuesday, August 22nd.—The sailing race for the Rear-Admiral's Cup took place this

forenoon, and was won by the "Andromeda." The Marines and band landed for drill and route marching at 6.30 a.m., and returned at 9 a.m.

Wednesday, August 23rd.—A cricket-match took place to-day between us and the "Andromeda," which resulted in a win for us. The football team also played the island team, when we again won by three goals to one.

Thursday, Aug. 24th.—Seamen landed from all ships for drill, the "Diadem" and "Andromeda" attacking the "Hogue" and "Sutlej," who were landed at the opposite end of the island. They returned on board at 8 a.m.

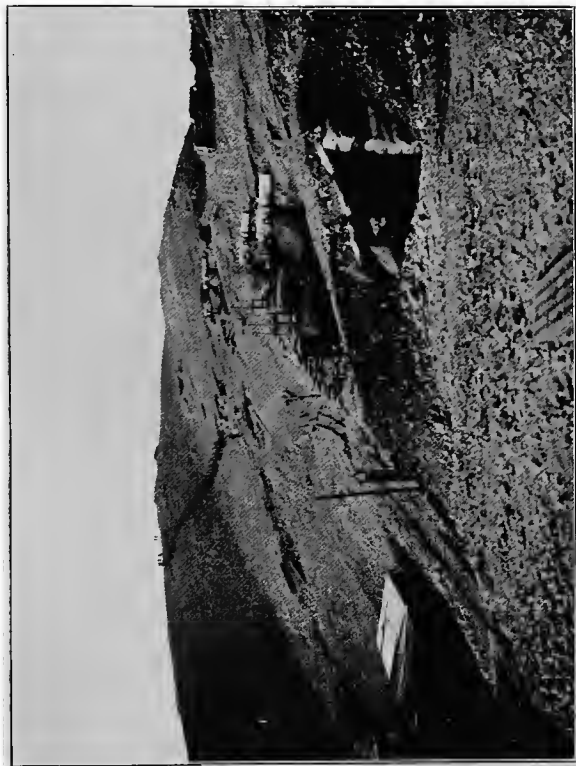
Friday, August 25th.—We went to general quarters from 9.30 to 10.30. The French mail arrived on board at 11 a.m., consisting of five bags. Man and arm boats was carried out in the afternoon. The mail for England closed on board at 6.30 p.m., and was sent over to the "Mercedes" for conveyance to Hong-Kong."

Saturday, August 26th.—The aquatic sports were held during the afternoon. The first race, which was the 800 yards, started at 3.30 p.m. and was won by the "Sutlej." Our ship won the majority of the races owing to the practice which the men have been able to get over the side every evening. Clean hammocks were slung at 7.30 p.m., after which a concert took place. This lasted till 10 p.m., and turned out a success, everybody being well pleased.

Monday, August 28th.—Fire stations were exercised, and the submerged flat was flooded at 7 a.m. with about 600 tons of water to test the water-tight fittings, etc. The usual Monday morning's evolutions were carried out, the "Sutlej" being first in three out of four.

Tuesday, August 29th.—At 8 a.m. the Admiral hoisted his flag for the first time on board the "Diadem." Later, a signal was received to the effect that any men on special leave who wished to see the explosion of eighteen 500 lb. mines were to be fallen in on the parade ground at 9.30 a.m. and then marched to the top of Centurion Hill. This unusual sight only happening once a year, I went ashore with about two hundred others from the "Sutlej" to view it. At the top of the hill each ship's number was flying, showing where they had to take their stand. Not very long afterwards the steamboats came in sight towing the boats to which the mines were lashed along the gunwale. These were then dropped each in turn in two lines about fifty yards apart. They were then fired, when a loud rumbling noise was heard, and the very island itself shook. Then up shot about a dozen columns of water some 200 or 300 feet high, presenting such a sight as I shall long remember. At 12.30 p.m. we received orders to raise steam for 17 knots by noon to-morrow.

Wednesday, August 30th.—The fleet commenced unmooring at 11 a.m., and the "Sutlej" was again first in that evolution. At noon the fleet left Wei-hai-Wei and pro-



203-METRE HILL. THE KEY TO PORT ARTHUR.

It cost the Japanese 10,000 men to capture it, and the Russians
5,000 men to hold it.

ceeded at a speed of 17 knots. Outside we came across the "Hecla" with eleven torpedo boats; they appeared to be carrying out steam tactics. We formed up into two divisions, the "Diadem" (flagship) and "Sutlej" as 1st division, and the "Andromeda" and "Hogue" as 2nd, the "Astræa" coming last of the fleet. Man and arm ship was carried out by watches throughout the night for exercise.

Thursday, August 31st.—The sea was much rougher than yesterday, causing us to roll and pitch a bit. We remained in the same position astern of the flagship. Our course is south-east, and as we have been steaming in that direction all night, we ought to be nearing Korea. Passed some islands on our port side at 1.50 p.m. In the afternoon an accident occurred which fortunately had no fatal consequences. Just after dinner the Admiral made the signal, "Prepare for anchoring with five shackles, port anchor." A very heavy sea was running at the time, as it had been all the forenoon. A man was lowered over the fo'c'sle to clear away the securing chains, when a large breaker dashed against the side and threw him into the sea. The ship at the time was going at 17 knots, but luckily a bowline had been put on him before being lowered, so he was towed through the water at very great speed. The Leading Seaman who had hold of the bowline had his hands severely cut and torn by the jerk of the rope and its running through his hands. Those on the fo'c'sle at

the time shouted "Man overboard!" and the engines were immediately reversed to full speed astern and the lifeboat was lowered. The two patent lifebuoys were let go, but only to be picked up again, as we were speedily hoisting the man on board, and not long after he was standing on the fo'c'sle blessing the eight fathoms of rope that had saved his life, and none the worse for his perilous sea-bath. We arrived and anchored at the island of Quelpart in the Korean Archipelago at 2 p.m., leaving again at 6.30 p.m. and proceeding at our former speed. The "Andromeda" left us after we got under weigh, bound for Kobe in Japan.

Friday, September 1st.—Still at sea on a northerly course towards Wei-hai-Wei. At 12.30 p.m. the ship's company were paid the usual monthly allowance, and at 4 p.m. we anchored at Yung Shing Bay (about 30 miles from Wei-hai-Wei) where we found the torpedo boat "Otter" waiting for us. We left at 4.45 p.m., when it came over very cloudy and commenced to rain. This continued all night, together with lightning and thunder.

Saturday, September 2nd. — Arrived at Wei-hai-Wei and moored at 4 p.m. Nothing further of interest occurred to-day.

Monday, September 4th.—The fleet unmoored at 10.30 a.m., and we were again first in 25 mins. 5 secs., beating the flagship by 15 minutes. We proceeded outside at 15 knots, where we found the sea very calm indeed. At 12.30 p.m. we passed the Austrian cruiser

"Kaiserin Elizabeth," and at 1 p.m. stopped and got out the steam pinnace and whaler for the purpose of picking up our torpedoes. The fleet formed in single line ahead, and the "Hecla" took up her position 1,700 yards distant and steamed up and down. Each ship then in turn as she passed fired a torpedo, which was continued until the completion of four rounds. Three of ours were hits, but unfortunately we lost our last torpedo. At 5 p.m. the rest of the fleet returned to harbour, but we anchored close to where the torpedo was lost and commenced sweeping and creeping for it.

Tuesday, September 5th.—Sweeping and creeping continued all day without success. The quarterly torpedo practice was then carried out, running them whilst at anchor. The hands were employed all day in painting the ship.

Wednesday, September 6th.—Carried on painting all day, and as the lost torpedo could not be found by sweeping and creeping, the divers were sent down to look for it. At 9.15 a.m. we left, and carried out aiming rifle practice until 6.30 p.m.

Thursday, September 7th.—At 6.30 a.m. aiming rifle practice was continued till 10.30 p.m., when we left for Wei-hai-Wei, where we arrived at 11.45 and anchored close in shore. The "Diadem" was carrying out her gunlayers' competition off the island.

Friday, September 8th.—The "Hogue" left at 7 a.m. to carry out battle practice. We

received the German mail of three bags at 7.30.

Saturday, September 9th.—The “Diadem” came in and moored at 12.30 p.m.; she did not beat us in the gunlayers’ competition.

Sunday, September 10th.—At noon the Admiral made the following general signal: “The squadron will coal from the ‘Mercedes’ on the 18th and 19th, and leave early on the 20th for Chefoo and a cruise in the Yellow Sea. Return on the 30th, and probably leave for Japan the first week in October”; so we can at last look forward to visiting the land of the Japs. I forgot to say that a signal was also received on Friday, as follows: “Peace treaty signed September 5th,” so no wonder we are going to Japan.

Monday, September 11th.—“Sutlej” was first in both evolutions—out sheet anchor and weigh by hand, and away all boats to sail round the fleet.

Tuesday, September 12th.—The “Hogue” came in from battle practice and moored at 7 a.m. Very wet and miserable day. At 6 p.m. the “Erne” and “Ettrick” arrived from Shanghai, bringing the English mail for the fleet.

Wednesday, September 13th.—A party was sent ashore at 6 a.m. to get the targets ready for to-morrow. During the forenoon the remainder of the destroyer flotilla arrived from Shanghai and tied up to their respective buoys. We prepared for sea in the evening, getting in boats, etc.

Thursday, September 14th.—Commenced unmooring at 9.30 a.m., and at 10 a.m., in company with the "Diadem" and "Astræa," we left to carry out the annual battle practice, steaming at 15 knots. The dockyard tug "Hesper" had early in the morning taken out the targets and laid them, so everything was ready to start. At 10.30 a.m. we cleared ship for action and went to general quarters. We then lead the "Diadem," who had to fire first, the conditions of the firing being that a run of ten minutes would be allowed, five minutes bows on and five minutes broadside, commencing at a range of 8,000 to not less than 2,000 yards. She secured only six hits out of about 70 or 80 rounds. After dinner we went to general quarters and fired our two 9.2-inch and six 6-inch guns, securing 24 hits, the previous record for the station being 11 hits. The Admiral then ordered us to anchor a mile off while the "Astræa" did her firing: she succeeded in getting 26 hits. We then got under weigh, and after joining the flagship, proceeded into the harbour and anchored.

Friday, September 15th.—Commenced coaling from a lighter at 7.30 a.m. with our own Temperley. It was very slow work, but by 9.30 p.m. we had got in 400 tons. At 9 a.m. the destroyer "Itchen" arrived from Shanghai. Nothing else of note occurred.

Monday, September 18th.—The "Diadem" commenced coaling at 7 a.m. We carried out evolutions during the forenoon, which comprised collision stations and out bower anchor.

These lasted till 10.30 a.m., after which we prepared for coaling, as we had to take over the collier as soon as the "Diadem" had got in 1,000 tons. At 10 a.m. the "Hecla," with the torpedo boats "Virago," "Fame," "Otter," "Whiting," and "Hart" left for Chefoo. During the afternoon we piped down, and the majority of the ship's company went to sleep, as we expected to be coaling all night. The "Diadem" finished at 9 p.m. and the "Mercedes" came alongside. The men (who were already in a coaling rig) at once commenced placing the Temperleys, and not long afterwards the bags were coming in as quick as one could count them. It was a very clear night, the moon shining brightly. The band played on the boat-deck all night, and at 12.30 a.m. the hands went to cocoa.

Tuesday, September 19th.—At 6 a.m. we had in 500 tons out of 900, and eventually finished at 9.40 a.m. The collier then went alongside the "Hogue," and she started. We then swept up and washed down, after which the hands went to dinner. At 1.30 p.m. the "Alacrity" left for Chefoo.

CHAPTER XI.

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*Chefoo and Chinampo—Unusual Visitors—
At Togo's Base—Dalny.*

Wednesday, September 20th.—At 5 a.m. the "Diadem," "Hogue," and "Sutlej" commenced unmooring, we finishing first in 33 mins. 57 secs., and at 6 a.m. we left for Chefoo at a speed of 14 knots. The sea was very calm and there was no wind at all. At 9.20 we passed the American cruiser "Cincinnati." We arrived at Chefoo and anchored at 10 a.m. Here we found the "Hecla" with the five destroyers and the "Alacrity." The American cruisers "Wisconsin," "Oregon," and "Buffalo," and a Chinese cruiser also lay at anchor in the harbour. The customary salutes passed between the nations, and when the anchor was let go the "Diadem" returned the salutes. At 1.30 p.m. the four-funnelled Chinese cruiser "Fi Ying" arrived. After evening quarters all the boats' crews pulled round the American fleet, who cheered and clapped as the boats passed them. The "Andromeda" arrived at 6.30 p.m. and anchored about two cables astern of us.

Friday, September 22nd. At 1.15 p.m. we

weighed anchor and left Chefoo for Chinampo, steaming at 14 knots in two divisions, namely, "Diadem" and "Hogue," and "Andromeda" and "Sutlej." Towing-target practice with the 12-pounder guns was carried out till 4 p.m., when a signal was made to haul in targets, and to our astonishment, when they had hauled in about forty yards of wire they found that the target had disappeared with the remainder of the wire.

Saturday, September 23rd.—We passed a wreck at 7 a.m., and divers were to be seen working on it. We arrived and anchored at Chinampo at 9.45 a.m., where we found several Japanese transports and merchant vessels. No British ships have been here for many years, and as soon as we anchored all the vessels dressed ship in our honour. Night leave from 4 till 7 p.m. was given to Chief and 1st Class Petty Officers. Japanese soldiers are still on guard in the streets. The Korean people seem to be a slovenly race; the women only dress to the waist, the upper part of the body being exposed and very dirty. The peculiar head-dress consists of a round piece of thin wire gauze, covering the hair, surmounted by a sort of top hat.

Sunday, September 24th.—Rounds and divisions as usual, and Divine service on the quarter-deck. At noon the signal was made to raise steam for 14 knots by 4.45 a.m. on Monday. During the afternoon all the ships were open to visitors, and we were crowded with them—Japanese and Korean men, women



THE "PALLADA. SUNK IN PORT ARTHUR.

and children, also several Japanese soldiers who had returned from the war. These unusual visitors caused the ship's company to keep awake during the afternoon, they all taking interest in their dress, etc. The visitors were taken ashore about 5 p.m. in a steamer, and as they left they waved and cheered to show their appreciation of our hospitality. At the landing-stage an arch had been erected, decorated with English and Japanese flags and hundreds of Chinese lanterns, and bearing the inscription "Welcome!" in large letters.

Monday, September 25th.—Hands turned out at 4 a.m., and at 4.30 the ships commenced to weigh anchor. We left at 5 a.m. at a speed of 10 knots, increasing to 14 knots. Clear ship for action and general quarters were exercised till 10.30 a.m. The water is very calm, which makes it pleasant to be at sea. During the afternoon we passed several islands, and at 3 p.m. arrived and anchored in the Elliott group. The reason for this was that the Admiral would not make a night passage here on account of being in the floating-mine area. These islands are about fifty miles from Port Arthur, and it was here that Admiral Togo made his naval base for nearly twelve months, re-fitting and repairing his damaged ships, etc. This place is noted for its enormous jelly-fish.

Tuesday, September 26th.—Weighed anchor at 6.30 a.m. and proceeded at 10 knots in two divisions—"Diadem" and "Hogue," "Andromeda" and "Sutlej." We kept in sight

of land all the forenoon, and at 11.30 a.m. arrived and moored ship at Dalny. We are a considerable distance from the town itself, but the soldiers' encampments and numerous buildings can easily be distinguished. Here we discovered the "Alacrity" and a small Japanese cruiser flying the flag of an Admiral. She fired a salute of 17 guns, which the "Diadem" returned, at the same time flying the Japanese ensign at the main. After we had moored several Japanese officers came on board, including the Admiral. This place was captured from the Russians over twelve months ago, and is surrounded on all sides by hills.

Wednesday, September 27th.—At 6 a.m. the "Alacrity" left for Port Arthur with the Commander-in-Chief and the four Captains on board. Nearly all the officers not on duty landed and went to Port Arthur by train. During the forenoon the Japanese hospital ship "Minnesota" left here for the latter port, which she does daily, bringing the wounded for the hospitals at Dalny. A garden party given by the representatives of the colony for our men took place this afternoon for the port watch, and is to be held again to-morrow for the starboard watch. The "Erne" arrived from Wei-hai-Wei at 5.30 p.m.

A Visit to Port Arthur.

By A. F. B. L.

28th & 29th September, 1905.

On Tuesday, 26th September, the Fleet, under Admiral Sir Gerard Noel, arrived at the Port of Dalny.

At 5.45 a.m. the following morning I was awakened by a signalman, who reported that there was a train leaving for Port Arthur at 7.30 a.m. I was just going off to sleep again when a midshipman came and told me that they had all got leave to go up by that train, and—Was I going too? I at once turned out and obtained leave, packed a bag, stowed away a cup of cocoa and a few biscuits, and then the boat was ready. On landing we found some difficulty in finding the way to the station, which was over a mile off, and when we eventually got there we found a large party from the "Hogue," who informed us that the only train for Port Arthur had left an hour before. A mistake had been made in the signal, which ought to have read "7.30 Japanese time," and that was just an hour ahead of the time we were keeping. We were naturally very annoyed, and spent half-

an-hour trying to persuade an official to give us a special train—but in vain. Then a blue-jacket came down with a message from the Commodore of the Port (late Captain of the "Yashima," sunk off Port Arthur) asking us to go up to his house. There we found the "Andromeda's" party, who had also arrived too late for the train, and they told us that the Commodore had very kindly ordered a small transport to raise steam, and to take us round to Port Arthur by sea. At this news our spirits rose considerably, as we knew it would be much more interesting to approach the fortress from seaward, through the historic entrance, than from the land. We had to wait an hour-and-a-half while our vessel—the "Kyodo Maru"—was getting up steam, during which time we inspected a merchant steamer in the dry dock which had been recently raised from Port Arthur harbour. She had three large holes in her bottom amidships, but we were unable to discover whether they had been caused by striking a mine or otherwise.

Eventually the "Kyodo Maru" was reported ready, and we were conveyed on board by a small launch. The trip lasted three hours, and as there was a keen wind and most of us had had no breakfast, we soon had to take a reef in our belts; but we weren't long in discovering that the Engineer had a supply of very excellent whiskey in his cabin, so our visits to him were frequent. He was a very nice fellow, and as he could make himself under-

stood in English, he pointed out the spots of interest as we passed.

After about two hours we rounded a promontory and came in view of the Liao-Tung Peninsula, which is very mountainous, having a long range stretching right across it. Not long afterwards we rounded a cliff with a very strong fort on it, five heavy guns being visible, and then we were in sight of the entrance.

Nothing could have been more interesting or magnificent than the view before us—I felt that I was looking at one of *the* sights of the world, which many people would have given anything to see at that time. I never realised from the descriptions in the papers that the entrance was so narrow—very little wider than the entrance to Portsmouth Harbour. Rising straight up on the right-hand (northern) side was the famous Golden Hill, with a huge fort on top with many guns. Just at the base of the fort on the left is a signal station with an enormous wireless-telegraph mast. Straight across the entrance is a small hill, not fortified, but very much battered about by shell fire. This was at the corner of the Tiger's Tail, while still further to the left was a high hill with the remains of a demolished fort on top. Between this hill and Golden Hill we could just see in the distance 203-Metre Hill, of which more anon.

Just outside the entrance we counted fifteen wrecks—some almost high and dry on land, others with only the tops of their masts visible,

all heading in different directions, and very much broken up by shell fire and heavy seas. Right at the corner of Golden Hill was the "Fukui Maru," the ship in which the heroic Commander Hirose attempted to block the entrance. Almost in the centre of the entrance was a sunken Russian merchantman, invisible, on which a small Japanese steamer had piled up a few days ago. She was right across the sunken one with the whole of her fore-part submerged, and her after-part almost clear of the water.

No part of the dockyard or town was visible from the entrance, except a few houses on a small hill to the right of Golden Hill. Then, as we steamed slowly through the entrance, it all gradually opened up before us—a grand spectacle. The first object we noticed was the sunken battleship "Pobieda," right in the middle of the harbour. Her upper deck was awash, and she was heeled right over to the starboard. There were a number of men at work on her patching the holes in her port side, and we were afterwards informed by an officer that they hoped to raise her in a month's time. In the East Basin were the "Retvisan" and "Pallada," one on each side, alongside the jetties.

We landed in the dockyard just ahead of the "Retvisan," and were met by a naval officer who conducted us to the Admiralty House—formerly Admiral Alexieff's residence. There we found an excellent tiffin prepared, for which we were very grateful. The house

is a very handsome building, situated close to the dockyard. The room in which we had tiffin was one of the three in which the ball was held on the night of the first torpedo attack (8th February, 1904). Hanging up in the hall was a large Russian ensign which had been taken from one of the ships.

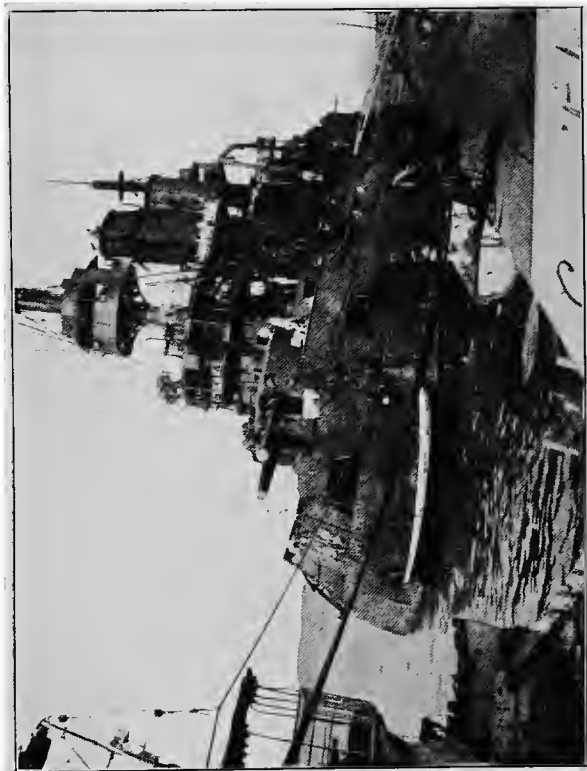
After tiffin we were split up into three parties—each accompanied by a naval officer—to visit 203-Metre Hill. We had a long four-mile walk through the New Town. On the way we passed the Russian gunboat "Gilyak," sunk at the head of one of the creeks in the harbour. This is the third time this unfortunate little vessel has been to the bottom, the two previous occasions being at the bombardment of the Taku Forts during the Boxer Rising, and in Pigeon Bay at the commencement of this war. The New Town consists of very large and handsome houses, built in European style; but very few had escaped scatheless during the seige—some having only four walls standing. The hospital, situated in a prominent position on the side of the hill, with a red cross painted on the front, had a large hole in the wall at one corner. After passing through a valley thickly strewn with graves, we arrived at the base of the hill. There is a winding road up to the top, but we went straight up the face: it was very rough, covered with loose stones and fragments of shell, and a stiff climb. On the summit were several Russian and Japanese graves, surmounted by wooden crosses, around

the bases of which of which were piled sacks of sand which had evidently been used as shelters against fire.

When the rest of the party arrived on the top an officer in the Artillery gave us a most interesting lecture on the history of the hill, the naval captain who accompanied us acting as interpreter.

He explained how the investing army under General Nogi had approached from the north, but soon discovered that 203-Metre Hill was the key of the position, as from there they could direct their fire on to the dockyard and harbour, and locate their shots. So the 7th Regiment was ordered to attack the hill, but they were repulsed by the Russians. Later on the Japanese captured Hsiao-tung-Kou Hill, about 4,000 yards to the north. They mounted five guns on this hill and occupied it for a month, during which time several more vain attempts were made to capture 203-Metre Hill, the troops being supported by a heavy fire from these guns. Several times the Japanese gained a footing on the base of the hill, but the Russians stubbornly resisted their advance, and fierce hand-to-hand fighting ensued.

Eventually on the 30th November, after the most desperate fighting, the Japanese gained the summit from the south-western corner. Only fifty men managed to reach the top, but they piled up the corpses as a protection from the rifle fire of the Russians, and retained their hold on the position until reinforced.



THE "TSAREVITCH" AT PORT ARTHUR, AFTER HER FIRST MEETING WITH THE JAPS.

A Russian officer stood with drawn sword on the summit of the hill at the side opposite to that on which the attack was made and drove the wounded back into the fighting line. Even then the work of the Japanese was only half completed as the summit of the hill consists of two mounds, about two hundred yards apart, and the Russians were still in occupation of the more northerly of these mounds. Two more whole days of fighting ensued before the Russians were finally driven off the second mound. The belligerents used hand grenades, stones, and even their fists; and some idea of the nature of the fighting may be gathered from the fact that the casualties on this hill alone—only a few acres in extent—were 10,000 Japanese and 5,000 Russians. The Japanese officer informed us that they estimated that 20,000 tons of shell and ammunition were fired at this hill and buried in the debris of loose stones, &c. The Russians had dug a deep trench along the north-western side of the hill and covered it with sand-bags supported by iron girders, but the Japanese fire from Hsiao-tung-Kou was so hot that all the men behind this shelter were killed. There was scarcely any visible sign of the trench when we saw it.

The view from the top of the hill is magnificent. Starting from the eastward were high hills, on which were Erlungshan and San-shusan Forts, then the town and harbour, with Golden Hill standing up prominently, then to the south the range stretching across

the Liao-tung Peninsula, with Pigeon Bay to the westward. All round the base of the hill were innumerable graves—old enemies lying peacefully side by side. I brought back as souvenirs several pieces of shell, an old tooth brush, and a portion of a Russian naval uniform with two brass buttons attached.

We didn't get back to the town until dark, so went straight to our hotels and turned in soon after dinner, as we were all tired after the long, hot walk.

The next morning we all assembled at 8 o'clock, and were shown over the dockyard and ships. The first thing we noticed on entering the dockyard was a submersible boat of the "Goubet" type, which the Japanese had discovered at the bottom of the harbour. It was shaped like a cigar with sharply pointed ends, and was about thirty-five feet in length. There were no signs of a torpedo tube or dropping gear, but it may have been designed only for the purpose of towing a mine underneath a ship and then exploding it. The Japanese state positively that no submarines were used on either side.

Then we came to the "Retvisan," and explored her thoroughly. We couldn't get below the main deck as she still had a great deal of water in her and tons of very foul mud, which they were engaged in pumping out. All the furniture such as wardrobes, chests of drawers, writing-tables, &c., were made of steel. On some shelves in the ward room there were some dozen books,

dictionaries, &c., the remains of the officers' library, but they were all sodden and rotten from their long immersion. The only sign of any extensive damage on the upper and main decks were two large shot-holes through the deck of the fore turret. Although this ship had only been raised three weeks previously, they had steam up and were running one of the dynamos. On the jetty near the "Retvisan" were ten 10-inch guns which had been removed from the ships, all undamaged.

We then came to the dry dock, in which was the "Amur" torpedo vessel. One of the last deeds of the Russians before surrendering the fortress was to place this vessel in the dock and then knock away the shores from one side so that she fell right over to port. They then flooded the dock and blew up the caisson. While we were there, divers were engaged in taking out her fuel (briquettes of patent fuel marked "Cardiff"). She had been very badly knocked about by gun-fire, and her fore bridge and most of her deck had been demolished by fire. There was a new caisson which the Japs had built for the dock, moored in the harbour and very nearly completed.

We then came to a Russian destroyer which had had the whole of her after part for about twenty feet blown clean off, but the Japs had built on a false wooden stern—which much resembled the stern of a large dockyard launch—in order to tow her over to Japan. She was moored alongside the Jetty opposite the workshops, which had apparently sustained

no damage: a large steam-saw was working while we were there.

Alongside the wall opposite the "Retvisan," was the "Pallada," right under Golden Hill. She had suffered a tremendous lot of damage. The Russians, before surrendering, had exploded a mine right under her starboard quarter, causing a huge hole in her side, over which a wooden cofferdam had been built before she was floated. The main-deck was burst up, and the quarter-deck upheaved to such an extent that the starboard side was some three feet higher than the port side. Her extreme stern was twisted about one foot out of the fore-and-aft line, and all the bulkheads in the vicinity crumpled up like so many pieces of paper. There was no sign of the after-turret at all, so it must have been blown bodily overboard. Then about amidships on her starboard side was the hole where she was torpedoed on the night of the first torpedo attack. On the upper-deck a shell had exploded just by the boat-hoist, which was completely wrecked, and another one had gone through the engine-room casing in a slanting direction and down through the main-deck, where it had started a small fire without exploding.

The whole of her fore part appeared intact and undamaged. Neither her conning tower nor that of the "Retvisan" seemed to have been hit, although the latter's foremast was carried away.

On the jetty opposite the "Pallada" were

the remains of a powder magazine which had been blown up. We had not time to go up Golden Hill, and those who did go were not allowed inside the fort.

After returning to our hotel for tiffin we made our way to the railway station and caught the only train back to Dalny. As we had no one with us who could point out the various interesting spots we passed in the train, we did not gain much more information. We passed close to the fort of Erlungshan, which had been terribly knocked about.

For several miles after leaving Port Arthur we passed the trenches which the Japs had dug as they advanced. The whole country was covered with graves, some isolated, others in groups. In one place a regular cemetery had been formed—evidently on the site of a battle-field, and enclosed by a low wall. Some of the graves had wooden crosses, but in most cases a few large stones, with an unexploded shell on top, formed the only tombstone.

We arrived at Dalny at 5 o'clock, and found a boat waiting to take us off to the ship.

Tuesday, September 29th.—The remainder of the officers visited Port Arthur in the "Whiting," starting at 6.30 p.m. Nearly all those who went brought back mementos, including hand grenades, pieces of projectiles, cartridges, etc. Painting was carried on, and

during the evening the ship was prepared for sea. We unmoored at 4 p.m. and shortened in the cable to five shackles.

Saturday, September 30th.—We left at 4.15 a.m. at 15 knots for Wei-hai-Wei, and kept in the following formation all the forenoon: "Diadem," "Hogue," "Andromeda," and "Sutlej." Arrived at Wei-hai-Wei at 11.30 a.m. and moored ship. During the afternoon rifle teams were landed from all the ships to compete for the Dorward Cup, which is shot for every year by ships' companies and civilians. It was carried off by the "Sutlej." I took a run ashore in the evening for a stretch, which will be the last at Wei-hai-Wei for some time to come, as we leave for Japan on Monday, and from there we return to Hong Kong.

Sunday, October 1st.—Rounds, divisions, and church service as usual. During the forenoon an order came which surprised everybody: "Prepare for coaling ship," just as the ship was looking spick-and-span after having been painted. Coal shoots were rigged in the afternoon, also the Temperley, and screens were placed over the paint-work as far as they would go.

Monday, October 2nd.—We commenced coaling at 6 a.m. At 7 a.m. a boat race, over a course of about three miles, took place between the 2nd cutter of the "Andromeda" and our 2nd cutter, which the former won by about three-quarters of a minute. At 11.40 a.m. we finished coaling, having taken in 350

tons. At 2 p.m. the fleet commenced unmooring, and left at 3 p.m., steaming at 14 knots, in the following order: the "Bonaventure," with the torpedo-boat destroyers "Exe," "Dee," and "Ettrick" on her starboard side, and the "Erne," "Arun," and "Itchen" on her port side; then came the "Diadem," "Hogue," "Andromeda," and "Sutlej" in single line ahead.

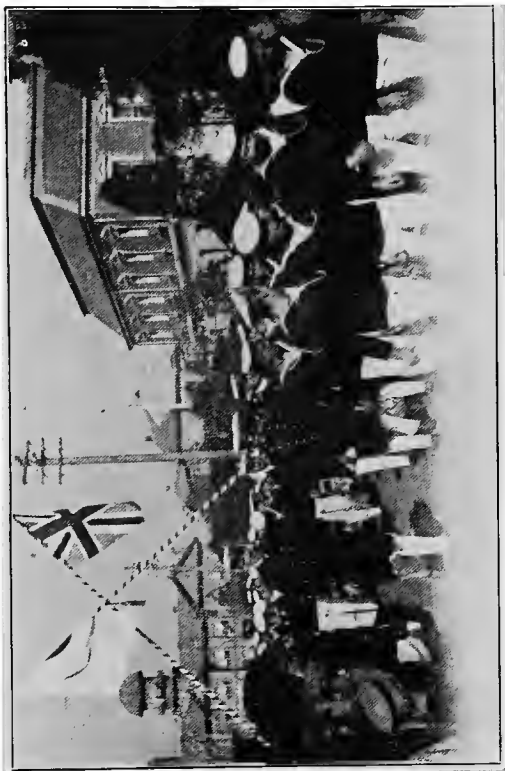
Tuesday, October 3rd.—The sea was fairly smooth, but a strong breeze sprang up at noon. We passed Ross Island about 12.30. Collision stations were exercised after evening quarters, the "Andromeda" being 1st and the "Sutlej" 2nd. About 6 p.m. as the breeze increased to a gale and the sea commenced to rise, the "Bonaventure" and the destroyers were ordered to decrease speed to 10 knots, so we gradually left them astern.

Thursday, October 5th.—The gale had not moderated a bit and during the middle watch it was worse than ever, the sea pouring in on to the cable deck. The "Andromeda" had a bit of one of her gangways torn away, and also a portion of the stern walk covering. This is about the roughest weather we have experienced since we commissioned. At 7.15 p.m. we arrived at Kobe and anchored with single anchor. As we neared the town hundreds of rockets and fireworks were let off, and the town was illuminated; but the effect was spoiled by the rain.

CHAPTER XII.

Kobe—Yokohama—Festivities at Tokio.

Friday, October 6th.—It was another wet and miserable day, and a strong wind blew the whole time. The usual salutes were fired at 8 a.m. between the “Diadem” and the Japanese and American ships. The sea was so rough that we could not open communication with the shore until 11.30 a.m., when we ventured to lower our steam-boat. At 4 p.m. the “Bonaventure” and the six destroyers came in and anchored. It was late in the evening when information arrived on board that a grand welcome and reception awaited us. The programme here was briefly as follows: At 2 p.m. to-day a garden party was given by the city of Kobe to all the officers, and at 6 p.m. a Japanese dinner was given. To-morrow, at 7 p.m., the Governor has invited the Admiral and staff and all Captains to a dinner, and all officers at 9.30 p.m. to a reception at the Governor’s residence. On October 8th a garden party is to be given to all officers at Mr. Kawasaki’s house, and at 6 p.m., at Kyoto, the Mayor will be at home to all officers also. On the 7th and 8th the Chief and 1st and 2nd class Petty



“SUTLEJ” OFFICERS AND MEN MARCHING THROUGH
YOKOHAMA.

Officers, Leading Seamen, and badgemen up to 100 have been invited to a garden party at Kioto, travelling by a special train there and back. Another garden party to all special leave men is to be given from 1 till 4 p.m., at Nanrosha (outside Kobe), also on the 7th and 8th. So it seems a lot of preparations have been made for us.

Saturday, October 7th.—We shifted our positions at 6 a.m. and went closer in to the shore. The Petty Officers that were going to the garden party at Kioto fell in at 8 a.m.; and by 8.30 a.m. they were landed. Again at 11.30 the special leave men shifted, leave being extended to 7 a.m. the following morning. Tickets were distributed for the men to travel on both railways free, and also a free pass to use the electric trams. The usual routine was carried out on board.

Sunday, October 8th.—There were no rounds, and divisions were held only for about fifteen minutes, but church was held on the quarter-deck as usual. The special leave men were piped to clean, and dinner at 11.30, and at 12 o'clock were fallen in. We landed at 1 p.m. and made our way to the garden party at the Nanko Temple. Here we found several amusements in full swing, such as wrestling, jiu-jiutsu, sword-dancing, fencing, etc. Free drinks and refreshments could have been obtained anywhere; but many were busily engaged in making up for their dinner which they missed on board. I stayed here for about two hours, and then I went by train

(which, as I have said, was free) to Osaka. Here the principal and most fashionable hotel in the town was at the disposal of the officers and men, and here, also, everything necessary could be had free of charge. The streets, on our arrival, we found lined by thousands of Japanese, who cheered and shouted as we made our way to the hotel, assisted by numerous police and students, who acted as interpreters. After having a little refreshment we made our way round the town, visiting the castle which we found very interesting. Here we saw hundreds of old guns captured from the Russians, and several cases of uniforms, etc., used by the Russian officers. We then went to the exhibition grounds, where hundreds of shows were going on; and we looked in at several. A dance took place in the evening by dozens of Geisha girls, where we were invited, and their dresses looked very pretty indeed. We left Osaka at 9 p.m., and got back to Kobe, where, after finding quarters for the night and a bit of supper, we strolled about the town till 10.30 p.m., and arrived on board at 7 a.m. the following morning.

Tuesday, October 10th.—The fleet unmoored at 4 a.m., and at 5.15 a.m. we got under weigh, proceeding at 15 knots. For some hours we kept close to the coast, which looked very nice, with the trees, grass, etc., and cultivated land. We passed out of sight of the land about 1 p.m., the weather remaining all day very beautiful.

Wednesday, October 11th.—The ship's

company scrubbed their hammocks the first thing this morning. The weather still remained nice and fine, which made the cruise appear more like a pleasure trip than anything else. We arrived and moored at Yokohama at 10.30 a.m., where we found four Japanese men-o'-war, including the "Iwate." Directly we arrived a programme was received, and the garden parties, fetes, etc., commenced in the afternoon. We were towed ashore by the picket boat at 1.15 p.m., and about 1.45 reached the landing stage, which we found gaily decorated with flags, etc. As we walked off the stage, I should think we must have been photographed about twenty times, for there were dozens of cameras, photographers, and numerous machines, which were taking our photos for the animated pictures. The whole way from the landing stage to Yokohama Park was lined on each side by crowds, who cheered and shouted as we passed. At different parts of the park, such shows as the following were doing a roaring trade: Japanese juggling, Geisha dancing girls, acrobatic feats, etc. Of beer tents or halls (as the Japanese call them) there were about a dozen, also several where whisky could be obtained. A naval band from the "Iwate" played selections all the afternoon, and at the conclusion a large party of bluejackets, with the band at the head, carrying large ensigns, flags and lanterns, marched through the town singing several songs and the two national Anthems.

Thursday, October 12th.—Another garden party was held to-day at Tokio for the other watch, and at 7.15 a.m. they fell in, and were soon on their way. Tomorrow the watch (port) that went yesterday to the Yokohama party will go to Tokio. During the night sometime the collier "Mercedes" arrived with coal for the fleet, but the job of coaling does not commence till next week. Nothing much happened during the day, but at 9 a.m. the Japanese cruiser "Kasagi" which was at Kobe, arrived and moored, and at 9.30 the Japanese destroyer flotilla consisting of eight boats also arrived.

Friday, October 13th.—Men for the garden party cleaned at 7 a.m. and fell in at 7.30, and the following is a short description of what we saw and where we went. The number of men from our ship amounted to about 230 and were towed ashore in the pinnace, 2nd barge, and the cutter by the picket boat. The train left at 8.30 a.m., and after about an hour's run through some of the most beautiful country I have ever seen we arrived at Tokio or Shiomibashi Station. The scene outside the station was one that I shall never forget. Three bands formed into one headed our men, and about a dozen were playing here and there near the station. At intervals along the roads were stationed school children by the hundred. The city was most beautifully decorated, even the smallest and narrowest alley displaying quite a score of flags. The streets were crowded, and scores of guides and

interpreters awaited us, and so we commenced our tour round the Hibiya Park. Here in turn we visited numerous amusements, such as fencing, juggling, dancing by Geisha girls, ball performances, etc., not forgetting the refreshment stalls. At about 12.30 our attention was attracted by the sounding of some trumpets which signified the speeches, etc. Making our way to the "place of ceremony," we found it crowded. The speech was by the Mayor of Tokio, and when he spoke of the alliance between Japan and England, and, also, of the Fleet honouring Japan by their presence, he was met by a thunder of "Banzais" from hundreds of the Japanese. This was responded to by the Commander of the "Hogue" (who was in charge), and he was continually interrupted by "Hurrahs," etc., especially when he mentioned Admiral Togo. Three hearty British cheers followed by three "Banzais," concluded the ceremony. We were then led to two large tables about 100 yards long, which were set out for dinner, and amongst the dishes were the following: chicken, ham, and all cooked meats, biscuits, vegetables, jellies, blanc-mange, cakes, oranges, apples, grapes, salmon, bottled beer, etc., etc. A military band afterwards played various selections. We were then led to another very large tent where we found wrestling going on, and before we came out we had seen the most famous wrestlers in Japan. We then thought we should like a look round the town, so we

jumped on a car and rode for about half an hour, when our guide said we could alight. He then took us up to the palace, but we could only just go inside the gates and look at the grounds. We then visited the Imperial Museum, where we saw many relics of the late Russo-Japanese War, including guns, rifles, cutlasses, swords, clothing, stretchers, cowls from ships, and funnels which were absolutely riddled with shell and torn about in queer fashion. As we had to catch the 5.20 p.m. train back, we thought it best to make our way to the station. Here we arrived only just in time, and as it was an express down, we quickly drew up at Yokohama. During the evening we spent our time going over the town, and at 10 p.m. turned in.

Saturday, October 14th.—Turned out at 5 a.m. and caught the boat from the pier at 6.30 a.m. Usual routine on board, special leave being given till 7 a.m. the following morning.

Sunday, October 15th.—We mustered by open list at 9.30 a.m. before the Captain, after which the usual service was held on the quarter-deck. Went ashore at 1.30 p.m., and again took a run up to Tokio. We first went in a place kept by the President of the Utsunomiya Express Co., where they provided us with coffee, biscuits, lemonade, and cigarettes. We then took a car to Uyeno Park, where we saw several hundreds of plants which had been presented to the Squadron by the residents of Tokio, some of

them costing several thousand yen each. From there we went to Asakusa Park, where we visited the Temple of Dembo-in, where also is the famous Buddhist Temple. From there we visited several exhibitions and shows. But what I liked best was a Japanese theatre, where several plays and dances were being performed by girls, the oldest not being more than seventeen years of age. I slept in Tokio that night, as our sight-seeing lasted so late that it was impossible to get back to Yokohama.

Monday, October 16th.—Turned out at 4 a.m. and caught the 5.10 a.m. train, just arriving in time to catch the ship's boat at the pier at 6.30 a.m. The "Andromeda" commenced coaling from the "Mercedes" at 6 a.m., and at 1.30 p.m. she finished, having taken in 1,000 tons. The ship was open to visitors from 2 till 5 p.m., and we were crowded. At 2.15 p.m. another Japanese cruiser arrived flying an Admiral's flag, which now makes six Japanese ships altogether.

Tuesday, October 17th.—Seventy-five of the ship's company left the ship at 7 a.m. to visit Yokosuka Dockyard. The collier went alongside the "Astræa" at 6 a.m. and commenced coaling at once. We had hundreds of visitors to the ship—a crowd such as I never saw before. They were all over the ship—quarter-deck, ward-room, both bridges, and even some up the mast-head and down the stokehold and engine-room.

Wednesday, October 18th.—The "Bona-

venture" coaled during the night, and at 6 a.m. the collier went alongside the "Hogue." She finished at 1.40 p.m., when it at last came to our turn. We commenced at 2 p.m. and continued throughout the night.

Thursday, October 19th.—At 7 a.m. the hands were still coaling, having got in 902 tons, and it was also raining hard. We finished, however, at 9 a.m., having taken in 995 tons, when the collier shoved off and anchored, empty. Washing down then commenced, when the rain came in very handy, and very soon the bulk of the dirt had disappeared. General leave was given from 1.30 till 6.30 a.m. in the morning, and I thought I should like another run up to Tokio. So I caught the 2.50 train from Yokohama, and arrived at Shiomibashi Station at 3.40 p.m., amid the usual cheering, etc., all the way. After we had taken some light refreshment we made our way by the electric car to Asakusa Park, where we saw some more of our shipmates. We first entered a theatre where we witnessed some very nice dancing by Geisha girls, and afterwards to a cinematograph, where we stayed for half an hour or so. It then began to rain, which made travelling on foot impossible; so, hiring a ricksha we drove round the town. We put up for the night at a Japanese hotel, and here we met some very nice people, who provided us with refreshments, etc., before retiring.

We were awakened at 4.30 a.m., and after partaking of some Japanese food we got into a

ricksha and drove to the station. We caught the 5.10 a.m. train down, which arrived at Yokohama about 6.5 a.m. Eventually we reached the pier, and got back safely aboard. At 7.30 a.m. the Japanese Fleet arrived, consisting of over 50 ships, but, owing to the mist caused by the drizzling rain, we could only distinguish about a dozen of them. After they had anchored, the usual salutes were fired between the "Shikishima" (flagship of Admiral Togo), the "Diadem," and the U.S.S. "Wisconsin." Several other divisions arrived in the afternoon and took up their positions for the Naval Review on Monday next.

CHAPTER XIII.

*Admiral Togo arrives—Garden Party at
Osaka.*

Saturday, October 21st.—The 100th anniversary of the battle of Trafalgar. At 10 a.m. all the British ships manned ship for Admiral Togo, who, with three other Admirals, paid a visit to Admiral Noel in the "Diadem." During the afternoon the torpedo-men were busy preparing to illuminate ship ready for Monday night.

Sunday, October 22nd.—At 8 a.m. all the ships (numbering about 126) dressed ship in rainbow fashion with the English Ensign at the fore and the Rising Sun at the main. At 11 a.m. an Imperial salute of 21 guns was fired from each ship, and as they fired it looked a splendid sight. I went ashore at 1.30 p.m., and on my arrival at the pier found it decorated, and numerous arches put up. All along the sides of the roads the whole way to the station hundreds of lanterns, flags, arches, etc., were up, making a most lovely scene, in honour of the return of the victorious Japanese Fleet. I, however, reached the station, after having shaken hands with scores of the Japanese sailors, and soon afterwards left for

Tokio. Here the decorations, etc., were even better than those at Yokohama. A large triumphal arch was erected just opposite the station, and on it such devices as anchors, guns, rifles, and cutlasses had been placed. The streets were crowded, so, taking a car, I made my way to Asakusa Park, where I found my friends (Japanese), and we visited a panorama of the battle of the Sea of Japan, which was well worth seeing. We then visited an aquarium and the Zoological Gardens, where all kinds of animals were on view. Having to be on board again by 10 a.m., and it being nearly an hour's run from Tokio, I thought it best to return, but my friends insisted on my going home with them to partake of some "temprasoba" (Japanese chow-chow). After this, I took a roundabout journey to the pier, and caught the boat about 10.15 p.m., arriving on board about 11 p.m.

Monday, October 23rd.—We commenced unmooring at 5 a.m., and at 6 a.m. the Fleet steamed out at 14 knots in single line ahead. We steamed down the second line of the Japanese ships and partly up the first, the "Diadem" anchoring opposite the "Shikishima." We passed quite close to all the captured Russian ships, and could plainly see the shot holes, or where they had been patched up, especially in the case of the "Peresviet." We moored at 7.20 a.m., which occupied only 13 minutes, the quickest time on record for any ship on the China station. At 8 a.m. we began to dress ship again in

rainbow fashion, and at 9.30 a.m. the Emperor of Japan embarked at the Yokohama pier on the Japanese battleship "Asama," and proceeded out to the combined fleet, escorted by another cruiser ahead and two astern, and in the rear by one of the Russian Volunteer ships. He steamed down the first line, *i.e.*, between us and the first Japanese line of ships and then up the third. As he passed each ship three cheers were given, and the bands played the Japanese Anthem, all the ships, of course, being manned. At noon the "Asama" anchored, when all the ships cheered together, and again after the Emperor had received all the captains. Another salute of 21 guns was fired when the "Asama" weighed anchor at 2.30 p.m.; when he landed and went back to Tokio. At 7 p.m. all ships were darkened, and at 8 p.m. they illuminated. Lines of lamps were placed round the hulls, bridges, and also on the yards and round the masts, etc. The 100 odd ships looked magnificent; such a sight I never saw before. The night was very dark, and they showed up most brilliantly. At 10 p.m., the Japanese lit up their search-lights of various colours, and the effect was splendid.

Tuesday, October 24th.—All the illuminations were taken down before 7 a.m., when a signal was received that the ships would again illuminate to-night; so we were too smart this time, and the torpedo-men had to put them all up again. In the afternoon each

of the British ships' companies was invited to one of the Japanese ships. The ship the "Sutlej's" men were invited to was H.I.J.M.S. "Asahi," and, from what I learned, all the men had a most enjoyable afternoon. The ships again illuminated at 8 p.m. as last night, switching off at 10 p.m.

Wednesday, October 25th.—At 6 a.m. the four-funnellers commenced to unmoor, and at 7 a.m. we proceeded at 13 knots under the Captain of the "Andromeda." All the ships were manned, and as we passed each Japanese ship we gave three cheers, after which the band played "Auld Lang Syne." The cheers were returned by the Japs, and by the time we had got to the end of the line the men were pretty hoarse. The Admiral, in the "Alacrity," with the "Astræa," "Bonaventure," and the six destroyers, left at 7.30 a.m., for Yokohama, where they remain till 4 p.m., and then leave for Osaka, with the exception of the "Bonaventure," which proceeded straight to Shanghai. We carried out target practice during the afternoon and went to general quarters. We expect to arrive at Kobe at 4 p.m. to-morrow, where we remain till the 31st.

Thursday, October 26th.—Cannon tube practice from 9.30 till 11 a.m., when the targets were hauled in and we proceeded. We arrived and moored at Kobe at 4 p.m., and we broke the record in mooring, taking only 10min. 30secs. Here we found the German cruiser "Hansa," a large three-

funneller. A programme was received showing that another party was to be held tomorrow and the next day.

Friday, October 27th.—The men for the garden party fell in at 11 a.m., and were soon on their way. Several lots of tickets were received during the afternoon for various railways, etc., on which we could travel free.

Saturday, October 28th.—Cleaned in No. 1's at 10.30 a.m. and fell in at 11.15 a.m. for the Osaka garden party. We left the ship about 11.45, and on landing were marched to the station. The train left at 12.35 p.m., and after about an hour's ride through some beautiful country, we arrived at Osaka. All along the line, and especially on the platforms people shouted and "banzaied" as we passed by. We fell in again on the platform and marched through the town to the Nakanoshima Park. All the way were hundreds of school children, each of whom carried a Union Jack, and the cheering—well, I never heard so much in my life. Outside the station a large green arch was erected, and on it was written, "Welcome." The town was splendidly decorated, the Jack and the Rising Sun being most prominent. We arrived at the park, however, and after passing under another arch, on which the two words "Welcome" and "Banzai" were written, we were dismissed, and at perfect liberty to go wherever we wished. We first came across several refreshment tents, each

one containing some special course, such as chicken and fried potatoes, boiled beef, stewed pork, fish, etc. A number of rockets were then let off, which signified the speeches, so we made our way to the place of ceremony. The Mayor of Osaka was the first to speak, he addressing us in Japanese, which was afterwards interpreted into English. The Flag-Captain replied, and his speech was also translated into Japanese. At the conclusion three cheers were given for the Emperor, Admiral Togo and his Navy and the Army, and three more for the Mayor, Municipality and citizens of Osaka, and they were cheers—the proper, good, long, hearty British cheers—and these were followed by three banzais. A dance then took place in a special large tent by scores of Geisha girls, which was a very pretty sight indeed. The remainder of the afternoon we spent around the grounds, visiting the various shows, etc., and at 4.30 p.m. made our way to the station. The streets were crowded even more than on our arrival, and, walking along with our Japanese umbrellas up, also carrying several flags, we made a fine show. Every now and again up would come a youngster and touch you, laughing and shouting as much as he could. If you shook hands with one you would have to do it to hundreds, and you could see that was about the thing they liked best, considering it an honour to have shaken hands with an Englishman. We arrived at the station, however, in pieces, and were only just in time to catch the train back

to Kobe, where we eventually arrived at 8.30 p.m. I then visited an hotel with several of my shipmates, and after hearing a sing-song we turned in.

Sunday, October 29th.—Arrived on board at 7.30 a.m., finishing up the Osaka party. Usual divisions and church. Had plenty of visitors off during the afternoon. A party went to Nara at 11.30.

Monday, October 30th.—Nothing occurred in the morning, but at 11 a.m. the party left for Nara City. We marched through Kobe to the station, where we arrived at 12.15 p.m. We found the train most artistically decorated, lines of flags stretching the whole length on each side of the roof of the carriage, and along the sides the word "Welcome" was written on each carriage. We went the same route as far as Osaka, where we changed on to another branch and continued our journey. The country was something beautiful; here and there a waterfall or a river, the houses nestling among the trees; now rounding a large hill and then crossing a large open plain, each of which was covered with trees, grass, etc. The country we saw was cultivated, and the chief things we noticed growing were rice and sweet potatoes. The journey lasted till 3.15 p.m., when we drew up at Nara. I forgot to say that all along the route we were expected, school children lining the banks at every station, and as we went through they cheered and shouted their hardest, to which the matloes heartily responded. Nara Station



GARDEN PARTY, TOKIO, OCT. 13th, 1905.

was the same, as was also the route to Nara Park, hundreds of people having assembled and cheering us heartily. Although we only had an hour and a-half, I managed to see the principal sights, including the Daibutsu, which is supposed to be the largest image in Japan. Here are a few of its dimensions:—Height, 53 ft. 6 in. ; length of face, 16 ft. ; length of eyes, 3 ft. 11 in. ; length of nose, 1 ft. 7 in. ; length of breast, 18 ft. ; length of thumb, 4 ft. 5 in. ; and the circumference of the lotus plant on which he is sitting is 69 ft. The materials used were 24,652 lbs. of copper, 420 lbs. of gold, 387 lbs. of antimony, and 2,357 lbs. of quicksilver. After eight failures the image was completed in three years. Another famous thing we saw was Shuro, or the belfry. The bell is 13 ft. 6 in. high, and the circumference 27 ft. In casting it took 39 tons of copper, 1 ton of antimony, and 5 tons of quicksilver. We also visited about six temples and some shrines, but, unfortunately, it commenced to rain. This rendered sight-seeing impossible, so we made our way back, passing the Gojunoto, or five-storied pagoda. This is 15 ft. high, and as far back as the year 730 it was used as a bath-house. We next passed the famous Sarusawa Pond, which was stocked with shoals of fish and tortoises. We got back to the station, and after receiving a bottle of beer and a box of sandwiches we seated ourselves in the train for the return journey. On the way we passed the time singing, etc., and on leaving the station cheers

were given, followed by the singing of "Auld Lang Syne" and the two National Anthems. We arrived at Kobe at 9.30 p.m., and shortly afterwards I got a bed and was snugly covered up between the bedclothes.

CHAPTER XIV.

*The Inland Sea—The Kure Welcome—Good-
bye Japan!*

Tuesday, October 31st. — The Admiral arrived in the "Alacrity" from Osaka, and the customary salute was fired from the German cruiser, which the "Alacrity" returned. The fleet unmoored at 1 p.m., and at 2 p.m. the "Astræa," with the six destroyers, arrived, and we all proceeded out together. We are about to see another of the famous Japanese sights, the Inland Sea. We anchored off Cone Island at 8 p.m. because of the careful navigation that is required going through here. The scenery all the way up to the present has been lovely on both sides. Islands, hundreds of them dotted here and there, covered with trees and grass, and some laid out in fields, in which rice was the chief thing noticeable. Now and again we would round a large island, and the place seemed prettier than ever. The day was a splendid one, the sun shining and the water as smooth as a sheet of glass.

Wednesday, November 1st.—We weighed anchor and proceeded at 14 knots in single line ahead through the Inland Sea to Kure. The

scenery was wonderful, and at times we went so close to both shores that the trees were not more than a dozen yards away. Beautiful, fertile, well-wooded islands were continually passed; sometimes a large mountain would loom up, with a small village nestled at its base. We would then pass a small steamer (running from one island to another), and then, perhaps, a small fleet of fishing vessels; in fact, altogether it seemed one huge panorama. The weather still remained unaltered, which added greatly to the lovely scenery and views. We arrived at Kure at 4.15 p.m. and dropped both anchors, when the "Diadem" fired the usual salute. We then all manned ship, and as the Port-Admiral stepped on board the flagship we all cheered together. An unexpected signal was then made, which was to up anchors, weigh and proceed. The reason of this we found was that they had prepared special moorings for us, so we tied up to our respective buoys, which brought us very close to the shore. Here we discovered the Japanese ships "Asama" and "Nisshin," and also the captured Russian battleship "Orel," which has since been named the "Iwami." She looked fearfully knocked about, and we could plainly see the holes in her sides and funnels. Here also was one of the Russian Volunteer cruisers, a three-funneller, but she did not appear (from outside appearance) to have suffered very much. It then grew very misty, and so our view of the town was stopped. We

had plenty of boat-loads of visitors come round the fleet, who cheered and "banzaied" as they passed.

Thursday, November 2nd.—Most of the officers landed and visited the Arsenal, Naval Barracks, and Hospital, including H.I.J.M.S. "Iwami" (late "Orel"). In the afternoon twenty men from each ship visited the Naval Barracks, where a reception was held. It was very misty all the morning, and about 1.30 p.m. it commenced to rain, which, although it cleared away the mist, spoilt the men's reception ashore.

Friday, November 3rd. — All the ships dressed in rainbow fashion at 8 a.m., and at noon a salute of 21 guns from each ship was fired in honour of the Emperor of Japan's birthday. I landed at 1.30 p.m. with the reception party and fell in to await the other ships' men. On their arrival we were marched to the grounds, which were gaily decorated. We were then formed up opposite the place of ceremony to await the arrival of the Admiral. After waiting about an hour he arrived. He did not go up to the platform, but made his way with the several officials round the various shows and entertainments. We then fell out and made tracks for the refreshment tents, which were very quickly crowded. Having satisfied our hunger and thirst, we made our way to where a band was playing and formed up a dancing party, which highly amused the Japanese. This continued till about 4.30 p.m., when we broke up and made for the town. To

make things very uncomfortable it commenced to rain, so we went into an hotel and had another sing-song. The rain had not left off when we came out, so we purchased a skin umbrella each and tried to see the town that way, but it was no use. The mud was ankle deep, and the roads were all up and down so that large pools of water stood in the middle of them. Still somehow or another we passed away the time till 9.30 p.m., when we made our way back to the pier. It was still raining, and I was not sorry when I again got on board. The ships illuminated from 7 till 9 p.m. Since our arrival, attached from a huge crane in the dockyard, the word "Welcome" has been lighted up, but tonight, about 8 p.m., it was changed to "Banzai," and again at 9 p.m. to "Farewell," which was kept up all the night.

Saturday, November 4th.—At 9 a.m. we slipped our buoys and proceeded to Miyajima (a place about twenty miles from Kure, and one of the prettiest in Japan). We arrived at 11 a.m., and at 1 p.m. nearly all the officers landed to a picnic party, which was being given by the Japanese naval officers. In the afternoon several sailing races took place and one for the Commander-in-Chief's Cup, for which the "Sutlej" came in second.

Sunday, November 5th.—We got up anchor at 6.30 a.m. and proceeded again through the Inland Sea. As we left and passed the Japanese ships we manned ship and cheered. The usual divisions and church took place. The

scenery still remained unchanged and as beautiful as ever. We passed close to the land on each side several times, and saw plenty of people waving and shouting as we passed. We passed Shimonoseki about 4.30 p.m., which was gaily decorated, and sampans, loaded with visitors, cheered as we passed by. The "Astræa" and the T.B.D's. anchored here, but we proceeded, and at 10.30 p.m. anchored at an out-of-the-way island called Ikituskishima.

Monday, November 6th.—We weighed anchor at 9 a.m. and proceeded to Sasebo at 13 knots. Clear ship for action and general quarters were carried out during the forenoon. The weather still remained very chilly, and we found the jerseys came in only too well. We arrived at Sasebo at 3 p.m. and tied up to a buoy. Hundreds of sampans came out to meet us, loaded with children, who carried a Union Jack, and when they shouted "Banzai" at the top of their voices they made such a din as one would never forget. Here we discovered the "Mikasa" (Admiral Togo's late flagship), but only her masts, funnels, and bridges were discernible, the remainder being under water. The "Astræa," with the T.B.D's., arrived at 6 p.m.

Tuesday, November 7th.—During the forenoon the Commander-in-Chief paid a visit to the Japanese Admiral, accompanied by all the Captains. The citizens of Sasebo sent off about 1000 apples and a bottle of beer for each man, also a small cup in commemoration of our visit. In the afternoon the Japanese petty

officers and men invited our petty officers and men to a party on shore. We landed at 1 p.m., and were met by guides and interpreters, who directed us all over the town, where various performances and entertainments were taking place. I visited several of them, including the Geisha dancing girls, the circus, trick cyclists, theatres, etc. This lasted till about 3.30 p.m., when we were led back again to the Naval Barracks, in the rear of which such performances as wrestling, fencing, jiu-jitsu, etc., were in full swing. A bugle then sounded, and we were quickly hauled up into the Barracks (or home), and here the tables were set out and such a feed as you could not have beaten at a first-class hotel in London. The Naval band first played "The King," in which we all joined; then came the "Kimigayo," or the Japanese Anthem, which we sang, and at its conclusion drank to the Emperor of Japan. It was now about 4.30 p.m., and the band formed up in front of all the men and so we marched down to the pier, singing, cheering, and "banzaiing" all the way. We found the boats waiting for us, and soon got in and back to the ship.

Wednesday, November 8th.—The fleet had orders to raise steam for 13 knots by 7.30 a.m., but owing to a slight mishap we were not able to proceed until about 10.45 a.m., when we proceeded at 17 knots for Nagasaki, where we arrived at 2 p.m. and moored ship. Coaling had been arranged for, but on arrival we found the "Andromeda" coaling, so leave was given

from 4 p.m. till 6.30 a.m. next morning. The beer and cups were served out to each man at supper-time, and many enjoyed a glass on board, which is a most unusual occurrence.

Thursday, November 9th.—“Hands to clean in a coaling rig” was the first pipe of the day, at which not a few wondered. About 7 a.m. the “Mercedes” came alongside, and we commenced at 7.30 and finished at 7 p.m., having taken in 1,200 tons. At 9 p.m. the collier shoved off and went alongside the “Diadem.”

Friday, November 10th.—Saturday’s routine of cleaning ship was carried out to-day so as to get rid of some of the coal-dust, and in the evening leave was given from 4 p.m. till 6.30 a.m. next morning.

Saturday, November 11th.—Usual routine of cleaning ship. At 3 p.m. the “Astræa” left for Wei-hai-Wei, where she is remaining as guard-ship for the winter. The “Alacrity,” with the Admiral on board, left at 4.30 p.m., and the fleet commenced unmooring at the same time, with the exception of the “Hogue,” who is at present coaling and who proceeds straight from here to Hong Kong with the destroyers. All along the banks and the shore of the harbour, from about 2 p.m. to-day, crowds of children have been arriving and stationing themselves for a distance of about two miles. Each had a Jack, and as the Admiral went out they cheered and shouted, waved and “banzaied” as much as they could. I should think all the steamboats and

sampans in Nagasaki had been collected together, and some of these were letting off fireworks. The "Andromeda," "Diadem," and "Sutlej" proceeded at 5 p.m. bound for Woosung. Going out we manned ship and gave numerous cheers in return to those from ashore. Steamboats were tooting on their sirens, others blowing off, and fireworks were going off every minute; such was our farewell from Japan. We were second in the line, the "Diadem" being the junior ship now.

CHAPTER XV.

*Woosung—One Year in Commission—
Admiral's Inspection.*

Sunday, November 12th.—Usual routine and church. The Captain also inspected the ship. A blue-funnelled boat overtook us during the morning, otherwise we have not seen any other vessels, and nothing important occurred during the day.

Monday, November 13th.—We anchored at 6.15 a.m. about 60 miles from Woosung, but proceeded again at 9.30, having to wait for the tide. The weather is very dull and a cold wind is blowing. Two Chinese cruisers escorted us to Woosung, where we arrived at 2 p.m. and moored. Here we found the German flagship "Fürst Bismarck," and also the five-funnelled Russian cruiser "Askold," and a Russian gunboat which left at 3 p.m. for Shanghai, the German ship leaving at 7 p.m. The tide here is very strong indeed, and various notices have been placed about the ship to the effect that no man is to be working over the side without a life-belt on.

Tuesday, November 14th.—The weather still remained very bad, and it seems to be getting colder every day. The "Cadmus"

arrived at noon and anchored. The Russian cruiser "Askold" left at 12.30 p.m. General leave was to have been given to-day, but owing to the difficulties in landing it has been postponed.

Wednesday, November 15th.—As cold as ever, and hardly anyone could have been seen on the upper-deck this morning. The "Cadmus" left for Shanghai in the afternoon, otherwise nothing occurred worth noting.

Thursday, November 16th.—At 6.30 a.m. special leave was given to the watch from 1 p.m. till 9 a.m. in the morning. The trip ashore took about half-an-hour. The pier and railway station were very dirty and sadly in need of repair and accommodation. We did not have to go far to the station, it being situated opposite the pier. We waited here till 3.15 p.m., when we boarded the train for Shanghai, the journey taking about thirty minutes. The appearance of Shanghai very much surprised me, and for a moment or two when in the main street I fancied I was back in London. Everything is done in European fashion—houses, streets, horses and carts, cabs, etc., and hundreds of Europeans in the streets increase its likeness. Shops are set out as in England, and practically everything, either Chinese or English, can be obtained. We saw a few of the buildings before it got dark, and in the evening had a ride round the town in rickshaws. Not having to catch the train till 8 a.m. we did not turn in very early.

Friday, November 17th.—We turned out at

7.20 a.m. and had some breakfast, after which we took rickshaws to the station. Here the train was waiting, and at 8.30 we found ourselves back at Woosung. Here we had to wait till 9 a.m. before our picket boat put in an appearance. We got back on board at 9.30 a.m., but just in time to hear general quarters sound off, so we commenced work sooner than we expected. During the afternoon the "Cadmus" and the river gunboat "Teal" arrived and anchored near us.

Saturday, November 18th.—The "Teal" left at 9 a.m., and also the Russian gunboat "Mandjour" at 11 a.m. The usual scrub and clean ship during the forenoon was carried out, but the hands were piped down after dinner.

Sunday, November 19th.—To-day is the commencement of the second year of the commission. The usual divisions, etc., but no rounds took place, the Captain and Commander being ashore. The usual leave was given in the afternoon.

Wednesday, November 22nd.—We received a mail from the P. & O. "Simla," and the papers received were highly interesting as they contained numerous telegrams of our reception at Kobe, Yokohama, Tokio, etc.

Friday, November 24th.—General quarters were exercised from 9.30 till 10.30 a.m. At noon a German cruiser passed us on her way up to Shanghai. We discharged several ratings to the "Bonaventure" for passage to the gunboats on the upper Yangtse. There is at present a lot of excitement aboard on

account of our Gunnery-Lieutenant having arranged numerous contests for gunnery, including loading guns (6-in. and 9·2-in.), putting the greatest number of tubes in within a minute, etc. Every night guns' crews are practising at the loader.

Saturday, November 25th.—We went to fire stations at 6.30 a.m. for half-an-hour and worked all the pumps, etc. During the afternoon a football match took place between our team and the Shanghai Football Club, the latter winning easily.

Monday, November 27th.—The fleet weighed anchor at 8.40 a.m., and at 9 a.m. left Woosung for Amoy at 12 knots. The German cruiser "Hansa" came out after us. At 11.15 a.m. we passed a four-masted Russian transport which had run aground during the night in a fog. The fleet dispersed about 8 p.m., and at 8.30 p.m. we put out our target, which was white and surrounded with calcium lights. Firing was then commenced with the 3 and 12-pdrs., the port searchlight playing on the target the whole time. This was continued till both port and starboard batteries had fired, and at 9.45 p.m. we picked up the target and proceeded.

Tuesday, November 28th.—At midnight we commenced a quarterly passage trial, and worked up to full speed by 12.45 a.m., obtaining a speed of 20·8 knots. This lasted till 8.45 a.m., when we eased down to four-fifths speed = 17·8 knots.

Wednesday, November 29th.—At 7.30 a.m.

the "Andromeda" joined up with us and took the lead, and we steamed to Amoy at 10 knots, where we arrived and anchored at 9.40 a.m. Three bags of mail were received on board shortly after our arrival. At noon we received orders to raise steam for 14 knots by 1 p.m. tomorrow. Amoy looked a very small town, but it has a fine beach.

Thursday, November 30th.—In company with the "Andromeda" we weighed and proceeded at 12 knots for Hong Kong. "Hands make and mend" was piped in the afternoon. In the evening, for the first time this commission, the vaulting horse was brought on to the forecastle, where many of the men obtained plenty of exercise.

Friday, December 1st.—To-day is Queen Alexandra's birthday. At 9 a.m. we parted from the "Andro.," who went to carry out some firing. We exercised general quarters as usual, but at 11 a.m. commenced running torpedoes outside Mirs Bay, finishing at 12.45, having got five hits out of eight runs. At 1 p.m. we proceeded and picked up the "Andromeda," proceeding together into Hong Kong, where we arrived at 5 p.m. Here we found the "Hogue," "Alacrity," "Tamar," "Hecla," and the T.B.D's., all of which were dressed. The American cruiser "Raleigh" and two Portuguese men-o'-war were also here.

Monday, December 4th.—We commenced coaling at 7.45 a.m. and finished at 1.30 p.m., We received orders in the afternoon to raise

steam for 14 knots by 7 a.m., and proceed to Mirs Bay.

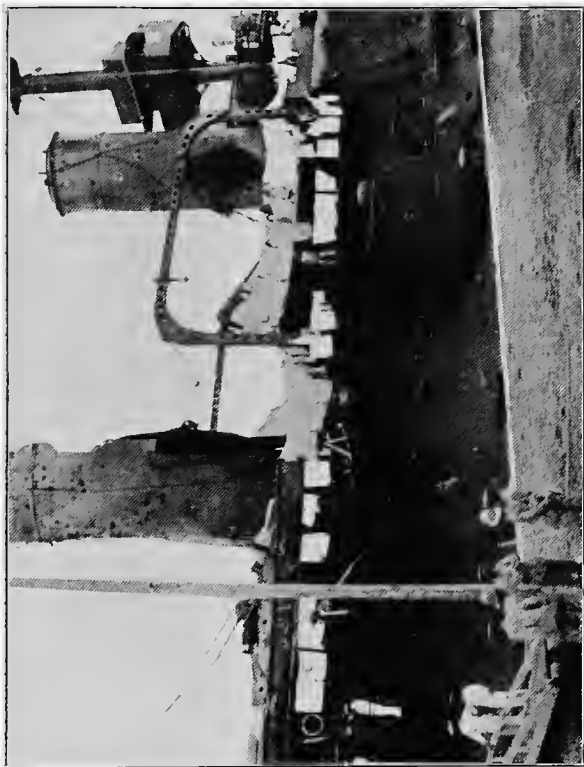
Tuesday, December 5th.—At 10 a.m. we slipped our buoy and proceeded to carry out some experiments in deflection at different ranges and speeds on our way. We arrived and anchored at 2.45 p.m., when we at once commenced marking the distances by buoys, etc., also placing the target.

Wednesday, December 6th.—We weighed anchor, and proceeded at 6.30 a.m., and at 10 a.m. commenced firing with B1 casemate 6-in. gun. Only one gun was fired, and only one shell in each run. We finished the experimental firing at 3 p.m., having fired 18 rounds, and then proceeded to Long Harbour, where the target was unrigged and the two kedge anchors (which had been taken to moor it) hoisted inboard again.

Thursday, December 7th. — We landed another party for the range, and torpedo firing from the picket-boat took place during the forenoon. All the boats' crews manned their boats at 10 a.m. and carried out boat firing, while the remainder of the hands were employed painting ship.

Friday, December 8th. — The ship was prepared for battle during the forenoon, being one of the quarterly exercises. A 14-in. Fiume torpedo was fired from the picket boat, but we could not see the explosion from the ship.

Saturday, December 9th.—At 6.30 a.m. left Long Harbour for Hong Kong, steaming



FUNNELS OF THE "TSAREVITCH."

at nine knots. We arrived at Hong Kong, and tied up to our buoy at 10.30 a.m. Here we found three Russian cruisers, the "Gromoboi," the "Rossia," and the "Novik," which, I suppose, have come down from Vladivostok. There were also an American torpedo boat and two American transports as well as the "Raleigh," and, of course, our own fleet. We then received a signal that we were to have Admiral's inspection on Thursday next.

Sunday, December 10th.—The ship's company were mustered by the open list before the Captain at 9.30 a.m. Afterwards "everybody aft" was piped, when he presented the Seymour Cup (which we won for rifle-firing) to the ship's company. He also complimented the Engineer-Commander and the engine-room staff on the successful steam trial, which he said was the best the ship had ever done. He then read and remarked upon a letter from the Admiralty on the very creditable results of our 9.2-in. loading in the gun-layers' competition.

Monday, December 11th.—At 7 a.m. the "Andromeda" and the six river-class destroyers left for Mirs Bay. The U.S.S. "Wisconsin" arrived at 11 a.m. and anchored near the Russian ships. The P. & O. S.S. "Palawan" arrived at 8 a.m., bringing 140 odd supernumeraries from England: we received fifteen only.

Tuesday, December 12th.—At 9.30 the Commander-in-Chief inspected the "Hogue,"

which lasted till 5 p.m. in the evening. One of the Russian Captains visited our Skipper during the forenoon. At 1.20 p.m. the U.S.S. cruiser "Raleigh" left.

Wednesday, December 13th.—The Marine detachment was inspected at 9.30 a.m. by the Major from the Flagship, and at 10 a.m. the Engineer Captain inspected the engine room and stokeholds. Saturday's routine was carried out to-day, cleaning the ship for the Admiral's inspection to-morrow.

Thursday, December 14th.—The Commander-in-Chief came on board at 9.30 a.m., the ship having been got ready by 9 a.m. At 10 a.m. we were mustered, walking right round the quarter-deck in front of the Admiral. The hands then shifted into a white working rig, ready for any evolutions. These took place at 11 a.m., being (1) "clear ship for action," (2) general quarters, which finished at 1 p.m. We then went to dinner, the Admiral returning on board at 2 p.m. The following evolutions were carried out in the afternoon: (3) Out bower anchor, (4) weigh and cat by hand, and (5) fire stations. The Admiral left at 3.45 p.m., and, to all appearances, seemed very pleased with the ship, as no faults were found, nor did he pass any remarks.

Friday, December 15th.—General leave of 48 hours commenced this morning from 9 a.m. till Sunday morning for the starboard watch, and the port watch go on Monday till Wednesday.

Sunday, December 17th.—At 6.30 the star-board watch returned from general leave. The usual divisions, rounds, and divine service.

Monday, December 18th.—The port watch commenced their 48 hours' general leave at 9 a.m. this morning.

Tuesday, December 19th.—At 8 a.m. all ships were dressed with the Russian Ensign at the main, in honour of the Czar's birthday. At noon a salute of 21 guns was also fired by each ship.

Wednesday, December 20th.—At 3.30 p.m. the "Fürst Bismarck" left for Shanghai, and at 4 p.m. the three Russian ships left for Saigon. Last night the "Andromeda" was recalled from Mirs Bay, arriving at 5.30 p.m. She was then ordered to prepare for coaling, and this morning she commenced. At 4.30 p.m. she left for Woosung, as a riot had broken out at Shanghai, the men from the "Astræa" and "Bonaventure" already having been landed.

Thursday, December 21st.—At 4 p.m. we dropped our buoy, and proceeded into the Kowloon Dock to examine our under-water fittings, valves, etc. We got in safely by 5.30 p.m., when they immediately commenced pumping out. This was completed at 10 p.m.

Sunday, December 24th.—Christmas Eve; divisions, and church which was as usual, held on the battery deck. At 10 a.m. they commenced to flood the dock, and at 4.30 p.m. we proceeded out and picked up our usual buoy with the other ships.

CHAPTER XVI.

*Christmas Day—Reliefs—With U.S. Fleet
at Manila.*

Monday, December 25th (Christmas Day).—The day (much to our disappointment) turned out wet, but that did not prevent us from enjoying ourselves. The ordinary Sunday's routine was carried out during the forenoon, which consisted of divisions, church etc., the cooks of the messes being excused from the former to finish their decorations, etc. At the conclusion of the service, after the anthem had been sung, the Captain rose and said that he and his wife (who was attending) wished the men a very happy time, and also those at home who were thinking of them to-day. We thanked him, and several individuals remarked "The same to you, sir." We then piped down from church, and at 11 a.m. the rounds commenced. The procession was headed by several funny men rigged up and the band playing "The Roast Beef of Old England." Then came the Captain and his wife, and all the officers. Mrs. Grant spoke very nicely to the men as she made her way round. At nearly every mess she took something she fancied, and

finding her load was getting too much before she got a quarter of the way round, she obtained the services of several Lieutenants, the Paymaster, the Surgeon, etc., and it was very funny indeed seeing these go along with both hands full of "duff," cake, etc. The decorations were fine. In one mess, the outline of the ship was made by small holes in cardboard (the front being darkened); behind this a candle was placed, which made her appear illuminated, and produced a nice effect. In a stokers' mess, two shovels and a poker were used in the decorations, on which was written "With these two weapons we do our best, but topping the main derrick we do detest," and "Roll on Pompey." Amongst the mottoes to be seen were: "A kind word is better than a boot," "Banzai," etc., etc.. All the gear, bag-racks, etc., were covered up by flags from the signal bridge, as well as by foreign ensigns, which helped to cover in the beams. In the afternoon, concert parties were formed on each mess deck, when many good songs and recitations were rendered. After tea a gratuitous issue of a bottle of beer was made to each man by the Naval Canteen ashore. The stage was rigged on the cable deck, and the entertainment commenced at 7 p.m. Nearly all the ship's company attended, and it was kept up till 10.30 p.m.

Tuesday, December 26th. — The usual routine was carried out to-day, as it is not recognised as a holiday on foreign stations.

Wednesday, December 27th.—The hands were employed in getting the cable on to the upper deck for survey. Another wet and miserable day. A large junk, lying at the west end of Hong Kong, caught fire about 8 p.m., lighting up the harbour all round. She was gone too far to save, so burnt herself out.

Thursday, December 28th.—Small arm companies were landed from all ships at Kowloon at 8.30 a.m. for battalion drill, and and returned at 11.30 a.m. No rounds took place to-day, and in the afternoon a make and mend was piped.

Friday, December 29th.—Another wet and miserable day. The port cable was restowed and the starboard one got out for survey on the upper deck. We went to general quarters from 9.30 to 10.30, fire stations also being exercised. At 11 a.m. the French gun-boat "Argus" shifted from Kowloon to Hong Kong. At 8 p.m. the 6-in. gun-loading competition commenced, but only two tries were got off, the third and last taking place to-morrow.

Saturday, December 30th.—Usual clean ship for Sunday—nothing else but water all over the place. The cable was returned to the locker from the upper deck during the morning. In the evening the third and last try took place by the 6-in. gun's crews. By 8 p.m. a large crowd had gathered round the leader, and as each gun's crew finished their run of a minute so they were clapped and

applauded. The first prize of £5 was won by B2, and the second prize of £2 10s. by X3.

Sunday, December 31st.—Nothing worth noting or of interest occurred to-day, the usual Sunday's routine being carried out.

Monday, January 1st, 1906.—New Year's Day. The usual routine, including evolutions, took place, they being out stream anchor, and away all boats double-banked pull round the fleet. In the first evolution the anchor had to be dropped a certain distance from the ship; but when they came to weigh it, it would not stir. In the afternoon the diving boat was rigged, and the diver was sent down to find out what was wrong. On arriving at the surface again, and the helmet being taken off, he said that one of the flukes had got foul of one of the mooring anchors (which, by the way, weighed seven tons).

Tuesday, January 2nd.—The stream anchor was got inboard at 7.30 a.m. The detachment of Marines landed for drill at 6.30 a.m., and returned at 11 a.m. During the dinner hour a sampan was run down by a steamer leaving the harbour, cutting her clean in two. Luckily no lives were lost, as the police boat was quickly on the scene, and our steam pinnace was manned and ready to offer any assistance. During the afternoon the Austrian cruiser "Pantha" and the German gun-boat "Tsingtan" arrived.

Friday, January 5th.—At 8.55 a.m. the lighters were alongside, and we commenced coaling. At noon we had 650 tons in, and by

3.45 p.m. had finished, having taken on board 1,200 tons, averaging 218·18 per hour. The decks were then washed down, getting rid of a little of the black, dirty stuff.

Saturday, January 6th.—Some more of the coal dust was got rid of during the forenoon, but it takes several days to clean the ship properly, as the dust settles everywhere. We received the French mail late last night, so the letters were served out this morning. The loading competition was continued for the turrets and the 12-pdrs. The fore turret won, succeeding in getting off $25\frac{1}{2}$ rounds in a two and a half minute run, the prize of £5 being awarded to them. The prize of £2 10s. for the 12-pdrs. was won by the 4th on the port side, which got off 33 rounds in a minute.

Sunday, January 7th.—The usual routine of divisions, rounds and church afterwards on the quarter-deck. To-day we got news officially that the "Hogue" and "Sutlej" are to be relieved by the "Kent" and "King Alfred" respectively, which two ships completed their full complement on 2nd inst. At noon we received orders to raise steam for 14 knots by 4 p.m. to-morrow.

Monday, January 8th.—The usual Monday morning evolutions were carried out, which consisted of general quarters, and away all boats pull round the fleet. The ships worked independently this morning. The "Hogue" commenced coaling at 7.30 a.m., and finished at 3.30 p.m. (1,300 tons). The ship during the afternoon was prepared for sea, and at

4 p.m. the "Diadem" and ourselves slipped our buoys and proceeded to Manila. Outside we found it pretty rough, and soon commenced to roll and pitch heavily. The "Hogue" joined up with us during the first watch.

Tuesday, January 9th.—We can now begin to feel it getting gradually warmer, and white trousers are the order of the day. The sea is still rough, but we are getting used to it now.

Wednesday, January 10th.—At 8 a.m. the salt water bath was rigged on the upper deck, and many of the men had a nice, cool dip. The weather still seems to be getting warmer, and No. 7's or all whites are worn. We cleared ship for action at 9.30 a.m. and put out a target; and for three hours or so we carried out long-range target practice, firing three rounds from the turrets and 6-in. guns. We then formed in single line ahead, and proceeded to Subic Bay, where we dropped anchor and remained for the night. This bay is about 30 miles from Manila. At 5.30 p.m. a surprise signal was made from the flagship, "Away all boat's crews, double-banked, and pull twice round the fleet," and afterwards sailing round was carried out. On anchoring we received further orders as to going home: we were to meet the "King Alfred" at Colombo at the end of February.

Thursday, January 11th.—We weighed anchor at 6.15 a.m. and left at 6.30 at 14 knots. The sea was very calm and a nice

breeze was blowing. We arrived at Manila at 10.30 a.m., and moored ship. Here we found the "Ohio" (Flagship of Admiral Train), "Oregon," "Wisconsin," and the "Rainbow" (flagship of Admiral Ryder), also several smaller craft. At 12.30 the U.S. cruiser "Cincinnati" arrived, and later the U.S. cruiser "Raleigh." The usual salutes were exchanged between the country and the American ships on anchoring. As it was my turn for leave I went and had a most enjoyable time. The voyage ashore took about an hour or more, as we were lying a long distance out. I found Manila to be a fine large town, and, to me, much better and larger than Hong Kong. We had some difficulty first in trying to change our Mexican dollars, but luckily we got over this all right. Electric cars ran in all the principal streets, and there were hundreds of small ponies and traps, for which a charge of 20 centimos per hour is made. There are also some fine large shops, built in the American style, and the pavements are nice and wide. After having a feed we met some American sailors, who invited us on board the flagship "Rainbow," where a concert was taking place; so we went. The entertainment, which lasted till 11 p.m., was very nice indeed. We also found men from all other American ships, as well as a hundred from each of our ships. The costumes, singing, dancing, etc., were fine, and during the interval refreshments were served. The whole concluded with a

sketch and a tableau, the band also playing the American National Anthem.

Friday, January 12th.—In the morning the residents of Manila sent off a packet of cigarettes for each man, as well as some tobacco and cigars. Special leave was given as yesterday till 11 p.m. Later in the afternoon an "At Home" was given on board the "Diadem" to the officers of both fleets, which lasted till 8 p.m.

Saturday, January 13th.—The ordinary Saturday's routine was carried out during the forenoon. At noon the signal was made to unmoor and weigh one anchor at 4 p.m. and to raise steam for 15 knots by 6 a.m. in the morning. Special leave was given to 200 men from each ship of both watches from 1 till 11 p.m. to attend a reception party given by the men of the American Navy, and at 1.15 p.m. the picket boat picked up the boats and we were towed ashore to the landing place, where we were met by hundreds of American sailors and escorted to the electric cars, of which there were fourteen. We commenced the ride at 2 p.m., traversing, I should think, all the lines in Manila and the suburbs. We first passed through the European quarters and then the native part of the town, thence into the country, passing numerous native houses built of wood and grass on piles. The roads through which we passed were lined on each side by tall palm trees. We eventually found ourselves back in the town again, and passing over the "Bridge of Spain" we

entered the walled city, which is built in Spanish fashion. We travelled then for about half-an-hour, when the cars stopped and we found we had reached a sort of terminus. Here we found barrels of beer and cases of lemonade awaiting us, and after everyone had partaken we were off again, bound for the Opera House, where we soon arrived. The place was gaily decorated with flags and electric lamps. Tables were set out and we were invited to "lash out." The bands of the "Oregon" and "Wisconsin" played during the repast, and at the conclusion the two National Anthems were played. Another short ride was taken for about half-an-hour to enable the place to be cleared for the entertainment. We returned about 8 p.m. and found the place entirely changed, a stage having been rigged up and a bar, where beer was served as well as could be under the circumstances. Programmes were given us at the doors, and at 8.30 p.m. the concert commenced. In the meantime cigarettes, cigars, and iced beer was passed round, as well as sandwiches. The concert concluded at 10.30, and cars were waiting outside to take us to the boats. We reached the boats all right, and as each ship's boat shoved off three cheers were given to the Yankees, and we sang the National Anthem and "Auld Lang Syne." On our way to the ship we sang to pass the time away, the chief tune being "Rolling Home to Merry England." We got on board at 12.30 a.m., everybody having enjoyed himself thoroughly.

CHAPTER XVII.

*Labuan, Saigon, and Bangkok—Sharks—
"Fire!"*

Sunday, January 14th.—Weighed anchor at 5.45 a.m. and left at 6 a.m. for Labuan, steaming at 15 knots. The day was very warm indeed, but a nice breeze was blowing.

Monday, January 15th.—Evolutions were carried out at 9.30 a.m., consisting of collision stations and stations for abandoning ship. To-day the "Diadem" is having her Admiral's inspection. We arrived and anchored at 7.30 p.m., at Kalutan Islands, off North Borneo, where we remained for the night. On anchoring we received orders for steam to be ready by 6 a.m. in the morning for 14 knots.

Tuesday, January 16th.—At 6 a.m. the fleet left Kalutan Islands at 14 knots. We passed the "Rambler" at 12.15 p.m., which ship is here surveying. At 3 p.m. we arrived and anchored in the Straits of Tega, where we remained for the night. At 5 p.m. all the boats had to pull round the fleet and then sail round, which lasted till 6.30 p.m. We received orders on anchoring to have steam ready by 6.30 a.m. for 13 knots.

Wednesday, January 17th.—We weighed

anchor at 6.15 a.m., and at 6.30 a.m. left for Labuan, steaming at 12 knots. We passed some very nice islands covered with vegetation. The day was again very hot, but a slight breeze sprang up in the afternoon. At 10.20 a.m. we arrived at Labuan and anchored. The place looks very nice indeed, the harbour being bordered by tall trees, with a fine stretch of silver sand all along the shore. They have a fine pier here, but seemingly not much of a town, only a few houses being visible from the ship. At 5 p.m. a seining party went away, as also did a bathing party.

Thursday, January 18th.—The Captain went the rounds, during which the men went to small-arm drill on the upper-deck. At 10.30 a.m. the ship was prepared for sea, and at 1 p.m. we weighed anchor and left Labuan for Saigon, steaming at 14 knots. It was, as usual, a very hot day.

Friday, January 19th.—Another anniversary of the commission (14 months). The sea was very rough all day and a strong wind blew, which caused us to roll and pitch heavily. Nothing worth noting occurred during the day, we, of course, going to the usual general quarters and collision stations afterwards.

Saturday, January 20th.—Still at sea, which is running very high. Twelve months ago to-day we arrived at Hong Kong, so we are getting quite old hands in and about China. At 7 a.m. the collier "Mercedes" hove in sight and followed us up astern. At 8.30 a.m. we arrived and anchored at Saigon, where we

found the French flagship "Guichen" and also the "Alacrity" and two of the river-class destroyers, the "Exe" and "Erne." The Admiral transferred his flag to the "Alacrity," which left at 10 a.m. for Saigon. I might here mention that Saigon lies 42 miles up the Donnoi River, but we are not going up as far as that.

Sunday, January 21st.—In addition to the usual rounds, divisions, etc., the ship's company were mustered by the open list, and their characters and abilities for 1905 were read to them. Church was held afterwards on the quarter-deck. No leave was given.

Monday, Jan. 22nd.—The "Diadem" commenced coaling at 6 a.m., finishing at noon. At 8 a.m. all the ships dressed in commemoration of the King's accession to the throne. The Frenchman, "Guichen," also dressed, with the White Ensign at the main. At noon all the ships fired a royal salute of 21 guns. The French torpedo-boat, "Sabre," which had the previous day gone to Saigon, returned at 11.45 a.m. and dressed ship. At 12.15 p.m. a party of 45 petty officers and badgemen of the starboard watch left in the torpedo-boat "Exe" for Saigon to attend some sports, etc., held in the Naval Barracks there. At 12.30 p.m. the collier "Mercedes" went alongside the "Hogue," who commenced coaling, but about 5 p.m. it commenced to blow and caused a heavy swell which put a stop to coaling.

Tuesday, January 23rd.—At 6.45 a.m. we

and the "Hogue" shifted closer to the land, the latter ship at once resuming her coaling. After the Admiral left on Saturday the Captain of the "Hogue" was the senior officer, but this morning he went to Saigon. Our skipper returned at p.m., when we at once flew the senior officer's pendant. The "Hogue" finished coaling at 10.45 a.m., when she weighed and proceeded back to her former anchorage. The "Mercedes" then came alongside us and we commenced coaling at 12.30 p.m., which was continued all night. The Frenchman, "Guichen," left during the afternoon for Saigon.

Wednesday, January 24th.—We finished coaling at 7 a.m., having taken in 1,410 tons, an average of 83 tons per hour. The "Alacrity" arrived from Saigon during the forenoon with the Admiral on board. We received orders to-day to discharge to different ships about 40 of the men who recently volunteered to remain on the station. These changes are to take place on our arrival back at Hong Kong. At 10.30 a.m. we proceeded back to our former billet with the other ships.

Thursday, January 25th.—At sea, and we are again gradually feeling it getting warmer; now steering south. There were no rounds, but small-arm drill was carried out on the upper-deck as usual.

Friday, January 26th.—General quarters were exercised from 9.30 till 10.30 a.m. This is about the farthest we have come south since our visit to Singapore last May, and we are



SHIPS SUNK TO BLOCK UP THE ENTRANCE TO PORT ARTHUR.

feeling the heat very much, especially so this morning down below at general quarters, where the heat is increased by the engines. We have only been steaming at about eight or nine knots, which is about the most the "Alacrity" can do.

Saturday, January 27th.—We arrived and anchored at Bangkok at 6 a.m. There were no other ships here. We are lying about four or five miles from the land, which we can only just see. The water is very shallow indeed, and in many places we can see small stretches of land just above the water.

Monday, January 29th.—Early evolutions took place this morning at 6 a.m., consisting of out sheet anchor and weigh it by hand. The hands scrubbed hammocks from 8 till 9 a.m. It is very hot still, which I suppose we shall have to bear for some time yet, as after we get back to Hong Kong it will not be very long before we are down south again on our voyage home. The temperature to-day in the shade was 94 degrees. This place is infested with sharks, and during the day we watched them from the forecastle. At dinner-time to-day several large ones were seen near the bows, so in the evening we thought we would try shark-catching. A good strong rope was procured, and a proper shark-hook attached, with several feet of chain joining it to the rope. On the hook was fixed about 5 lb. of salt pork, and it was placed at the end of the port-boom by means of a piece of spun yarn, the rope's end

being inboard. This we watched for about ten minutes, when we saw the float (two pieces of wood) being drawn in the opposite direction to the tide, and soon after away went the spun-yarn, but, to our disappointment, he got away. The second time we were more successful, and succeeded in hauling on board one about 7 ft. 6 ins. long. This was the first shark I had ever seen on board, but I did not trouble about a piece of it, the smell being quite enough for me. Another attempt to get the pork was made by a larger shark after this, but he also managed to get away, and, as it was getting dark, the sport concluded after this bite.

Tuesday, January 30th.—At 11 a.m. we had some visitors, including the Crown Prince of Siam and two other princes; also the Admiral and his Flag-Lieutenant. The decks had been cleared up as for a Sunday's inspection, and while the men were at divisions the visitors were conducted over the ship. They remained on board for lunch, and returned about 2.30 p.m. in a small yacht which came out for them. We weighed at 6.30 p.m. and left Bangkok, steaming at 14 knots, passing the others at 7.30 p.m., who were only steaming about 10 knots.

Thursday, February 1st.—At 10.30 a.m. we arrived and anchored at an island called Pulo Condore, about 60 miles from French Cochin China. Here we found the "Mercedes" anchored, and at 2 p.m. the coaling party went on board her and commenced filling the coal bags.

Friday, February 2nd.—The "Alacrity"

commenced coaling first thing this morning. A mail closed on board at 6.30 a.m. for conveyance to Singapore, where the two destroyers are going to await the remainder, from whence they return to England. At 7.45 a.m. we left Pulo Condore to carry out some cannon-tube firing. We went to general quarters from 9 to 9.30 a.m. as usual, and the firing was continued all the morning. The target was hauled in after dinner, and after picking up the "Alacrity" we proceeded at nine knots. A bit of excitement was caused while we were standing by hammocks at 7.10 p.m. by the loud clanging of the fire bell. The "still" being sounded, the pipe "fire in the capstan engine flat" was heard, and everyone doubled away to their respective stations when the "carry on" was sounded. It was found that the insulation around the electric fan had caught fire, the wires being red-hot. The fan was stopped and the fire very quickly put out. I might say that on the other side of the bulkhead were the 12-pdr. magazines, in which the powder was stored, and, if the fire had been of a more serious nature, by this time the "Sutlej," and perhaps ourselves, would have been things of the past.

Monday, February 5th.—The weather was very cloudy during the morning, but cleared up in the afternoon. We find it gradually getting colder as we go north. Still at sea, going at the "Alacrity's" highest speed, viz., 9 to 10 knots. Nothing occurred worth noting during the day.

Tuesday, February 6th.—The “Alacrity” left us and proceeded straight to Hong Kong, while we put out a target and carried out practice all the forenoon. Still very misty and cloudy, and looks as though we are going to have some bad weather.

Wednesday, February 7th.—We arrived and moored at Hong Kong, where we found the “Andromeda,” “Diadem,” “Hogue,” “Flora,” “Bonaventure,” “Waterwitch,” “Tamar,” “Hecla,” and several of the torpedo-boats. At 12.30 we received the monthly payment.

Thursday, February 8th.—We commenced coaling at 8 a.m. and finished at 5.30 p.m., having taken in 846 tons. It was a very miserable day, but the rain kept down the coal dust.

Friday, February 9th.—It was a lovely day. The “Dongola,” with Prince Arthur on board, arrived at 10 a.m., bringing also the mail.

Saturday, February 10th.—A damp, windy day. The “Diadem” left at 1 p.m. to carry out a three hours’ steam trial, and returned again at 4.30 p.m.

Sunday, February 11th.—The “Rambler” arrived at 7.30 a.m. from Borneo, where she has been surveying, having been away from Hong Kong eight months.

Monday, February 12th.—The evolutions carried out during the day were collision stations and away all boats’ crews and pull round the fleet. A German transport came in during the forenoon.

Tuesday, February 13th.—A very wet, misty and miserable day. In the afternoon we received some orders for this evening, when the Prince embarks on board the "Diadem" for Japan.

CHAPTER XVIII.

*Prince Arthur of Connaught leaves for
Japan—We start for Home.*

Wednesday, February 14th.—It was about 10.15 p.m. last night when the Prince left the Blake's Pier for the "Diadem." He was conveyed in an illuminated launch called the "Victoria." On his reaching the "Diadem" and boarding her all the ships fired a 21-gun salute and switched on their searchlights, training them on the "Diadem's" main truck, where the Royal Standard had been hoisted. Here they remained till she got under weigh, when some lights were trained towards Hong Kong and some towards Kowloon Docks. The town was illuminated very nicely, and even from the ships such devices as "Adieu," "Good-bye," "Good Luck, Prince Arthur," etc., shone up quite plainly. The "Hogue" prepared for sea at 9 a.m. and left at 9.30, but no bands were paraded, only the usual marine guards, so she left for England very quietly.

Thursday, February 15th.—Small-arm drill was carried out on the upper-deck during the forenoon. At 10 a.m. the "Bonaventure" left her buoy and proceeded, bound for Singapore *en route* for England, accompanied by

the six river-class destroyers. As she saluted a small drum-and-fife band played "Rolling Home," which reminded us of our turn that would take place in a fortnight's time.

Friday, February 16th.—Very miserable day again. To-day the "Andromeda" is having her Admiral's inspection. The C.P.R. "Empress of Japan" came in at noon, and looked as though she had had a rough time.

Monday, February 19th.—Evolutions took place at 9.30 a.m., consisting of man and arm boats, out fire engine, and fire ashore, but as we were working independently no times were taken. At 8 a.m. the colours were hoisted right up, as the funeral of the King of Denmark took place yesterday. At 3.45 p.m. the French sloop "Vigilante" left. Every dinner-time and evening now for about two weeks on the upper-deck (port side) numerous curio dealers can be seen, who do a good trade as the ship will soon be leaving for England.

Tuesday, February 20th.—Last night the Captain had a dinner party, which consisted of twelve guests besides his wife. The band played until 10 p.m., when the guests departed. At 8 a.m. the German transport "Borressia" arrived, having sailors and soldiers numbering over 1000 on board. She has just come out from Germany, the men being sent to Tsingtau. The French sloop "Décidée," which has been in the harbour out of sight somewhere, came up and anchored close in shore opposite the Naval Canteen.

Thursday, February 22nd. — Small-arm

companies landed at 8.30 a.m. and went for a route march, returning at 11.30 a.m. The "Hecla" came out of dock at 5 p.m. and tied up to her usual buoy opposite Kowloon. The Austrian cruiser "Pantha" left, her place being taken by the "Britomart."

Friday, February 23rd.—Turned out very foggy and misty, causing the fire-bell to be rung every minute or so. The Quarterly Court-martial Returns were read out by the Commander on the quarter-deck this morning, and at the conclusion about sixty names were sung out to muster at the sick bay for vaccination. At 10 a.m. the U.S.S. "Wisconsin" arrived and anchored in the foreign men-o'-war anchorage. At 3 p.m. the French sloop "Décidée" left.

Monday, February 26th.—A large junk collided with our port lower boom last night and carried away the fore-guy and one of the gun-port chains, but much more damage was done to the junk herself. The hands prepared for coaling as soon as they turned out and commenced at 8.45 a.m. The band played during the forenoon on the boat-deck to liven them up. At 9.15 a.m. the "Andromeda" left for Mirs Bay to carry out some firing, and as she passed the band played "Rolling Home," "Auld Lang Syne," etc. She does not return till the 6th of March so we shall not see her again. Coaling was finished at 12.20 p.m., 600 tons having been taken in, which will be the last time here at Hong Kong. The hands were then employed

scrubbing and cleaning the upper-deck, mess-decks, and flats, which lasted the remainder of the afternoon.

Tuesday, February 27th.—At 8 a.m. all the ships in the harbour were dressed in commemoration of the silver wedding of the German Emperor and Empress. Later on the "Fürst Bismarck" arrived and tied up to the buoy just ahead of us. Salutes were then exchanged between her and the Colony, Commander-in-Chief, etc. Orders were received during the forenoon to prepare for illuminating, but after they had nearly all the lamps in their places a signal was made to cancel that order. We received some rather good news yesterday, which was discovered on the notice board, to the effect that "the Sutlej will leave for Singapore on Sunday, March 4th, *en route* for England."

Wednesday, February 28th.—The "Waterwitch" paid off to-day and re-commissions tomorrow morning for further service on this station. We discharged about twenty ratings to her in the evening.

Thursday, March 1st.—The German Admiral visited the "Wisconsin" this morning, the usual salute being fired. Small-arm drill was carried out on the upper-deck while the Commander went the rounds (in place of the Skipper, who is still ashore on a Court of Inquiry). At one bell the usual monthly money was paid to the ship's company, as well as the issues of soap and tobacco.

Friday, March 2nd.—At 10.30 a.m. the

U.S.S. "Ohio," flying a Rear-Admiral's flag, arrived and tied up to No. 2 buoy, which is generally our flagship's buoy. This is the first time since we have been out here that any foreign men-o'-war have been allowed to come up opposite Hong Kong; but the harbour is now empty, and if we go on Sunday there will be no British men-o'-war here at all, until the 6th inst., when the "Andromeda" comes in from Mirs Bay. The shops on shore are doing a roaring trade in curios, the men having just been paid and are leaving for England in a day or two. As the men come off from shore in every boat they have to make several trips up and down the gangway to get all their boxes, cases, basket-chairs, etc., on board.

Saturday, March 3rd.—Tons of gear and stores came into the ship to-day for passage to England; some service gear, but mostly belonging to the officers or their friends, as well as other officers remaining on the station, and even some from the Admiral. The curio men came aboard during the dinner and tea hours and got rid of plenty of stuff. The evening was spent in preparing the ship for sea—getting the boats in and putting on sea gear, etc. We received several invalids from the Hospital, including our Engineer-Commander.

Sunday, March 4th.—At last we are homeward bound. Exactly at 10 a.m. up went the "Interrogative M.K." (permission to proceed to carry out previous orders), which was soon repeated by the affirmative from the "Alacrity,"

and we then knew we had commenced our homeward trip. Salutes were exchanged between us and the Admiral, the "Ohio" and "Fürst Bismarck;" and the band, which was on the quarter-deck, let loose with "Auld Lang Syne" and "Rolling home to Merry England," playing them alternately till we were well out of harbour. We were soon in amongst the numerous islands which surround Hong Kong, but our last look round was spoilt by divisions being sounded, though this did not last long.

Taking the commission all round, we have seen practically everything there is to be seen and been everywhere on this station. We have visited Korea, Japan, the Philippine Islands, Siam, etc., to which some ships have never been on this station.

Monday, March 5th.—At sea, but nothing worth noting occurred, only passing a couple of vessels during the day.

Tuesday, March 6th.—The sea is a trifle rough, and we have had a heavy roll all day. On one occasion, just as evening quarters had concluded, she gave a lovely lurch, and away came plates, basins, and cups and saucers from out of the mess-shelves, as well as the library cupboard, which came over all at once, smashing the glass and framework to pieces. At 10.30 p.m. we went to night quarters for half-an-hour.

Wednesday, March 7th.—What a surprise when I opened the office this morning!—books, papers, rulers, etc., floating about all over the

place, and the water splashing up against the ship's side and the door with the roll of the ship. Going along and looking in the next cabin (the paymaster's) I discovered nearly everything afloat, so the water must have made its way somehow into the office. The heavy roll continued practically all day, but seemed to ease down a bit during the afternoon.

Thursday, March 8th.—Still a heavy sea running, but eased down again in the afternoon. General quarters were exercised from 9.30 to 10.30 a.m., and we also cleared ship for action. Cannon-tube target practice was then carried out, lasting till 11.30 p.m., when the target was hauled in and we proceeded.

Friday, March 9th.—We got close to the land at 6 a.m. and lowered the boats, fixed the target, and fired torpedoes. We again got under weigh at 7.30 a.m., and by 8 we could see Singapore in the distance. There we arrived and anchored at 8.30 a.m., where we found the "King Alfred" (China's new flagship), having on board Admiral Moore, and also the "Kent," which ships are relieving us and the "Hogue" respectively. Hardly had we anchored when a rumour got round that we were to remain here until further orders, which we found out later to be correct. This caused a certain amount of uneasiness amongst the men, being stopped at our first port of call on our homeward passage, we having looked forward to our return to England to pay off; but about 5.30 p.m. it got about by some means that the previous telegram had been

cancelled and that we were to continue on our way, which news brought back many smiles and also the tune of "Rolling Home" to many of the ship's company. At 5 p.m. the "King Alfred" had her anchor up and got on the move bound for the port we had just left. As she passed us the "Attention" was sounded by each ship, our band playing "The Admiral's Salute." This having been completed, her band struck up with an old march tune—no "Rolling Home" about them, no cheering us, as we had expected.

Monday, March 12th.—Weighed anchor at 5.30 a.m. and proceeded to No. 6 billet alongside the Tanjong Pagar Wharf. Immediately we were tied up the stages were rigged and the Chinese coolies commenced coaling. The forecastle was crowded nearly all day watching the natives going to and fro. There were also several Malay boys, who were always requesting us to throw money into the water for them to dive after. During the morning an home-ward-bound French mail boat came in, which was crowded with passengers and some soldiers. We finished coaling at 1.30 p.m., having filled up with 840 tons. After the hands had swept up the decks one of the most welcome things happened, which was another of those lovely showers; it could not have come at a better time as it helped to wash much of the dust away. At 5.30 p.m. we left the wharf and continued down the harbour and out at the other entrance. When we passed

the French mail boat our band struck up the French National Anthem and the passengers waved and shouted. Of course, this was followed by "Auld Lang Syne" and "Sailing Home," which tune applied to both ships.

CHAPTER XIX.

*The Last of the China Station—Colombo—
Dismal Aden.*

Tuesday, March 13th. — At sea, in the Straits of Malacca. The sea is very smooth, and hardly a ripple to be seen. We were still in sight of land all the forenoon, but later we lost sight of it. Several merchant vessels passed us during the day.

Wednesday, March 14th. — The weather still very nice and warm; the sea, which is very calm, is crowded with flying fish. During the dinner-hour we drew close to the islands which lie at the entrance to the Straits, where we found three Dutch cruisers steaming about. We saluted them with fifteen guns, which the foremost one returned with seven. From early this morning the French mail boat, which we left at Singapore, came in sight, and by five o'clock she had caught us up.

Thursday, March 15th. — We could still see the mail boat ahead of us right up till noon, but then only her smoke was to be seen. Rounds were carried out, and the ship's company were fell in in full marching order. Each division or company were then marched on to the quarter-deck for the Captain's inspection.

At last we have left the China Station, and are now on the East Indies Station. We are expecting to meet one of their ships at Colombo, which we hope to reach about Saturday dinner-time.

Friday, March 16th.—Very hot again, but a cool breeze was blowing all day. We were exercised at general quarters at 9.30 a.m., before which evolution the hands cleared ship for action and a target was got out. Cannon-tube firing then commenced with the 6-in. guns, and was continued all the forenoon. We came up from below at 10.30 a.m., finding it intensely hot, and were glad when the "Secure" was sounded to get a breath of cool air on the upper-deck.

Saturday, March 17th.—Land was sighted early this morning, which proved to be the coast of Ceylon. We drew pretty close to it, and then turned to starboard and rounded the southern coast. At 3.30 p.m. we could plainly see Colombo, with its fine long breakwater. We slowed down then and waited till a small white steamboat caught up and got alongside, bringing the pilot, who took us in, when we tied up ahead and astern, the bow pointing towards the breakwater. The harbour was crowded with merchant vessels, as well as several French mail boats: one of them was the boat we saw at Singapore which passed us on the way here, but she left again the same evening. The gangway was very soon besieged with dozens of washer-men, but only a few were allowed inboard, and the remainder would not



BEST 6-INCH GUN'S CREW, 1905.
8 rounds, 8 hits. Gunlayer, E. Spittle, L.S

leave the gangway till a hose was rigged and played upon them.

Sunday, March 18th.—When piping dinner, leave was also piped from 1 p.m. till 6.30 a.m. We landed at 1.30 p.m. and went for a fine rickshaw ride into the country, where large banana trees, laden with huge branches of fruit, were on both sides of the road. We jumped out and secured more than we could manage. There were also thousands of coconut trees, but they were too far away to trouble about. It was a grand ride, passing large forests or jungles, and numerous elephants, which were very tame, and were doing work of lifting large logs of wood and making piles of them. We then visited the Cinnamon Gardens and the Public Museum, and saw many wonderful and curious things and sights. Afterwards we adjourned to a neighbouring tavern and passed the remainder of the evening in a sing-song with some more of our shipmates.

Monday, March 19th.—By 7.15 p.m. we were aboard, and shifted into a dirty suit ready for the day of all days (coal ship day). Notwithstanding the coal-dust, we were again all the day crowded with fruit-sellers and curiomen, the majority of the curios being ebony elephants, model catamarans, boxes made from the quills of the porcupine, and numerous earrings in cocoanut wood, which look very nice and for which they want high prices. The coaling was very slow, but we finished at 6 p.m., having taken in 840 tons.

Tuesday, March 20th.—At 6.30 we got under weigh, this time leaving by the other entrance, which is not yet completed. It was rather dark when we got on the move, and gradually the lights of Colombo became fainter and fainter until we lost sight of them altogether. We met one of the Bibby line of steamers during the night, and signals were exchanged.

Wednesday, March 21st.—No land in sight or any other vessel. Nothing of importance took place during the day, except that after evening quarters the evolution "man overboard" was exercised. The lifebuoys were dropped and the sea-boat's crew called away. The ship was stopped, but as soon as the buoys had been picked up the boat was hauled in and we proceeded.

Thursday, March 22nd.—We stopped at 5.30 a.m., and from that time till 8.30 a.m. we were slewing and stopping for the adjustment of compasses. Small-arm drill took place on the upper-deck while the Captain went the rounds below.

Friday, March 23rd.—The sea is very calm and the sun shining lovely, with a nice cool breeze blowing, and the trip seems like one of pleasure.

Saturday, March 24th.—Another lovely day. Usual Saturday's routine, and night clothing was aired after breakfast. Nothing of importance or interest occurred during the day.

Sunday, March 25th.—The Captain went the rounds as usual, and at 9.30 a.m. the hands

mustered before him by the open list. We passed a merchant vessel on our port side at 11.30 a.m.

Monday, March 26th.—We passed the island of Socotra about 8.30 p.m. last night, and have now entered the Gulf of Aden. This morning, whilst gazing into the sea, we saw a very large fish, some 30 ft. in length, either a large shark or a small whale, which, at any rate, was the largest fish I have ever seen. We expect to reach Aden to-morrow about 3 p.m.

Tuesday, March 27th.—At daylight the ship was again swung to adjust compasses for about an hour. Just as hot as ever, and the sea remains calm. At 2 p.m. land was sighted on the starboard bow, and by 3.30 p.m. we were quite close. In another quarter-of-an-hour we had anchored at the very dismal-looking place, Aden. Only a few houses are visible, with several forts and a large flagstaff. We were all anxiously looking for the mail, but when the picket boat returned it was discovered that we had none to come, they having forwarded it on to Perim. The native boats were soon on their way out to us after we had anchored, bringing curios, etc., but they were not allowed on board, to the disappointment of us as well as them. We weighed anchor and left Aden for Perim at 9 p.m.

Wednesday, March 28th.—Arrived at Perim at 7 a.m., and found that place looking about the same as when we last saw it. Here it was that we spent our Christmas (1904), and I do not think there are many who have forgotten

it. As soon as we had anchored, the coal lighters were seen to be coming out to us, and before very long they were alongside, as well as the natives who do the coaling. This lasted till 1.45 p.m., 700 tons having been got on board. The decks were then cleaned as far as possible, but we shall, no doubt, have Saturday's routine to-morrow.

Thursday, March 29th.—Saturday's routine to-day, water, soap, and scrubbers being all over the ship. Make and mend was given as usual in the afternoon.

Friday, March 30th.—The sun is very hot, the water smooth as a sheet of glass. Our ram can be seen very plainly, and one can see down into the water for some considerable depth. Several shoals of porpoises were about during the day, and several large sharks have been hovering round the ship. The usual routine on board. Cannon-tube firing was carried out from 9.30 till 4 p.m. from all guns.

Saturday, March 31st.—Passed out of the tropics to-day, thank goodness! Hammocks were slung last night, the dirty ones being scrubbed this morning. The usual routine was carried out. The band played on the upper-deck as usual, many enjoying a dance. We have run out of fresh provisions for several days now, and are on "salt tack." No bread can be made as they have run out of the requisites in the canteen. The large sea stock of bread which we got on board at Perim, and of which each mess has plenty, is just beginning to turn mouldy.

Sunday, April 1st.—Salt pork and pea-soup, a lovely Sunday's dinner! We can feel the weather has already changed, and last night a chilly wind was blowing. To-day serge jumpers were worn with No. 7's, and when we get to the Canal, serge jumpers and white trousers will probably be the rig. Land was sighted during the forenoon, and by the evening we were quite close to it on either side, so we must be getting near to Suez.

Monday, April 2nd.—Proceeded very slowly during the night, and just before 8 a.m. arrived and anchored at Suez. Here we found the "Perseus," who has been escorting the "Renown" with the Prince and Princess of Wales on board, they being at present at Port Said. At 9.30 a.m. we were all ready, and, with the pilot on board, proceeded through the Canal, passing some lovely scenery just before we entered. At 4.30 a.m. we reached and passed through the Bitter Lakes, and at 6.30 p.m. the two foremost searchlights were lighted to illuminate the way ahead. Ismaila was reached at 7.30 p.m., where we anchored for the night. This place is situated in another of the Lakes, and looks a very pretty place.

Tuesday, April 3rd.—It was rumoured that we were to stay here till Wednesday or Thursday on account of the "Renown," with the Prince and Princess, being at Port Said, but at 9.15 a.m. we got under weigh again and continued through the other forty odd miles of the Canal. The scenery still remained very fine all the way. At 3.15 p.m. we were in

sight of Port Said, and on the starboard side we passed the wreck of the "Chatham," which ship recently went aground in the Canal, having a cargo of explosives. She could not be raised, however, and blocked the Canal for several days; but they finished her off by blowing her up. There were numerous pieces of her on the bank, and her framework could still be seen in the water. Port Said was reached at 4.45 p.m., where we found the "Renown," "Terrible," and "Minerva," the two former ships being painted white, with yellow funnels and a light green waterline. The Prince and Princess of Wales are now at Cairo, having gone there from Suez. They are to return on Thursday afternoon, but we are shoving off in the morning. Before we had finished tying up to the buoys the coal lighters were alongside, also the natives, who commenced to sing, or, at least, tried to; such a comical sort of singing, all the same notes over and over again. Coaling then commenced and was continued throughout the night. No hammocks were got out, and the men had to "camp out" where they could on the deck.

Wednesday, April 4th.—Coaling was finished at 4.30 a.m., 1,165 tons having been taken in. Saturday's routine was carried out all day. In the dinner-hour and evening the curio men were allowed on board, and as it was just after pay day they did a fairly decent trade.

Thursday, April 5th.—There is still a strong breeze, to which we have not yet got accus-

tomed. Painting ship was commenced yesterday and finished to-day. The curio men were again allowed on board for half-an-hour during the dinner-hour, and did a roaring business. At 11.30 a.m. the hands commenced to prepare the ship for sea, which was completed by 12.30. Boats and ladders were hoisted inboard, and at 1 p.m. we were well under weigh getting the hawsers inboard. We slipped at 1.30 p.m. and proceeded for Malta. On the port side we passed the monument to de Lesseps, the man who designed the Canal. Looking over the breakwater we could see the breakers coming in from seaward, which looked as though we were to have it a bit rough outside. We then fired a 21-gun salute, which was returned by a battery on shore.

Friday, April 6th.—Rather rough all night, but in the morning it had somewhat subsided. A target was put out at 9.20 a.m., and five minutes later the evolution, clear ship for action, was exercised. General quarters were then exercised till 10 a.m., when practice with the 1-inch (cannon-tube) commenced. This was carried out all the forenoon, and in the afternoon 12-pdr. practice was made.

Saturday, April 7th.—The usual routine, with up all bags on the forecastle. Scrubbing and cleaning everything and everywhere took place during the forenoon. Two hours was given for dinner, after which they called the watch. The band played some selections from 5.30 till 6.30 p.m. on the port side of the

upper-deck, many enjoying themselves in a few steps despite the absence of the opposite sex.

Sunday, April 8th.—The sea is pretty rough, but luckily the wind is with us or otherwise we should feel it a bit more than by a mere roll and a steady pitch. During the afternoon we got into wireless communication with the U.S.S. "Brooklyn" and "Glacier," the latter ship having in tow a large new floating dock for the Philippine Station of the U.S. Navy. They appeared to be in difficulties, and were drifting owing to the bad weather, but they refused our offer of assistance.

Monday, April 9th.—The sea still remained very rough, and we were getting seas in every two or three minutes. The sliding watertight door of the after-steering compartment closed and jammed by the roll of the ship, imprisoning a stoker. They managed to get it open, much to the satisfaction of many as the spirit room was in the same flat, and they would otherwise have had to go without their rum. Malta was sighted at 11 a.m., and half-an-hour later we could plainly make out the harbour entrance. By 12.30 we had tied up to 12 and 12A buoys, being right ahead of the "Venerable" (the flagship of the Vice-Admiral of the Mediterranean Station). In the Dockyard Creek we also found the "London" and "Queen," which seem to be under repair. We were very quickly surrounded by bum-boats and dysos, but no one was allowed on board. Leave was given from 4.30 till 11 p.m.

Tuesday, April 10th.—The ship was prepared for coaling, the men cleaning in a coaling rig. They commenced at 7 a.m., but having only 450 tons to take in, had finished at 11.30 p.m., when decks were scrubbed.

Wednesday, April 11th.—The curio men were allowed on board for the last time during the breakfast hour, after which the hands prepared the ship for sea. We slipped and proceeded at 9.30 a.m., bound for Gibraltar. We are crowded with birds and monkeys of all descriptions, and it looks very peculiar to see dozens of cages on the upper-deck. We also took about twenty-four ratings from the "Egmont" for passage to England, as well as fifteen army chaps.

Thursday, April 12th.—The ship was cleared for action at 9.30 a.m., and general quarters were exercised. They then fired a full charge from each 9.2-in. gun, at the same time measuring the length of the recoil. This being done, "Secure" was sounded, and we packed up. Last night we passed Cape Bon, and are now steaming along the north of Africa.

April 13th (Good Friday).—This day was like a Sunday, that day's routine being carried out. For four hours last night we had to proceed with only the starboard engine, a leakage having been discovered in the main condenser. This was repaired, and we continued at the usual $12\frac{1}{2}$ knots.

Saturday, April 14th.—Targets were rigged and everything was prepared for firing, but

none was carried out owing to the strong tide. We continued on at $12\frac{1}{2}$ speed, and at 11.30 discovered land right ahead. We then slowed down to about five knots, and by 1 p.m. were quite near to the Rock. The Medical Officer and Harbour Master came on board, and after the necessary papers were filled in we proceeded. A merchant steamer was at the same time leaving, and we had to make a round-about way so as to clear her. We then entered the harbour and tied up alongside the new Mole, ahead of a Liverpool merchant steamer. Here we found the following ships of the Atlantic Fleet:—"King Edward VII." (flagship of Vice - Admiral May), "New Zealand," "Victorious," "Hindustan," "Dominion," "Commonwealth," "Amethyst," "Arrogant," "Cormorant" (receiving ship), and the "Hercules," which is being used for the accommodation of the dockyard employés. We then received orders that we had to escort two destroyers (the "Myrmidon" and "Bat") to England, their crews being completed from our own ship's company. Leave was piped from 5 p.m. till 7 a.m. in the morning to the starboard watch.

Monday, April 16th.—The ship was prepared for coaling last evening, shoots being rigged. The men cleaned in a coaling rig and commenced about 6.30 a.m. The coal here is quite close to the ship (right opposite, in sheds), so it will not take long. The "Victorious" and "Commonwealth" left during the morning, as well as the "New

Zealand," the latter ship anchoring outside the Mole and carrying out cannon-tube practice, the target being towed up and down by their steamboat. A very quick passage from England was done by the "Monmouth," who is commissioned instead of the "Donegal" to relieve the "Andromeda" on the China Station. One of our numerous monkeys got loose this morning and made its way up the fore-mast and along the triatic stay, where it remained in the centre until we got under weigh, causing much sport by going through what appeared to be several physical exercises. We finished coaling at 1.30 p.m., having taken on board 600 tons. At 5 p.m. both watches fell in and commenced to haul in the hawsers. The two torpedo-boats left just before us and waited outside. Having dropped the pilot, we saluted the various ships as we passed, and at 6.30 p.m. were well on our way, the destroyers following up astern. The sea was pretty calm, but a cold wind was blowing.

CHAPTER XX.

The Last Lap—Home.

Tuesday, April 17th.—We passed Cape St. Vincent about 9 a.m. this morning, but were in sight of land on and off nearly the whole of the day.

Wednesday, April 18th. — We passed Peniche about 9.30 p.m., and by 1 p.m. had got about forty miles away, but the sea being too rough for the boats we had to turn round and proceed back to Peniche, where we arrived and anchored at 3.30 a.m. This is not much of a town, and no boats came out to us during the day. The weather and wind continued bad, and at 4.15 p.m. we shifted nearer to the shore.

Friday, April 20th.—The wind had moderated considerably during the night, but although the sun shone, it still remained chilly. A steamer, which had also put in here on account of the bad weather, left about 7.30 p.m., but we noticed that as soon as she got a little way out she began to roll and pitch. Luckily, it kept fine all day, and at 3.30 p.m. steam was ordered for $12\frac{1}{2}$ knots by 5 p.m. We left at that hour, and finding it necessary to close all the scuttles, reduced speed to 10 knots, which was maintained during the evening.

Saturday, April 21st.—Speed was increased to 15 knots at 11.30 a.m., and later to $15\frac{1}{2}$. At 12.30 we passed Cape Finisterre, and at 4.30

we were in sight of the island opposite Corunna, with its very large lighthouse on the summit. Not long after we could easily see the town of Corunna, and after continuing for another half-an-hour we gradually neared the land, entering the narrow entrance to Ferrol at 5 p.m. Going in we noticed how very fertile the hills are, every possible part being cultivated; and the different plantations, with their coloured tints, looked very pretty. By 5.45 p.m. we had anchored, the destroyers anchoring off our starboard side.

Sunday, April 22nd.—Numerous Spanish men and women were allowed on board, who brought oranges, apples, nuts, onions, and wooden clogs, the latter article selling very quickly. Visitors were allowed on board after tea, the majority of those taking advantage being young men, who seemed to be quite interested in the ship.

Monday, April 23rd.—During the forenoon numerous visits were paid to the Captain, amongst the visitors being the Governor, Admiral, Consul, and the General. Guard and band calls seemed to be the chief ones during the forenoon. Commenced painting the mess-deck and upper-deck to-day. Leave was given from 5 p.m.

Tuesday, April 24th. — The information required came last night, about 9 p.m., to the effect that we could proceed if the weather was suitable. At 12.30 p.m. we started, proceeding out at about 10 knots. As soon as the land was cleared we put on 19 knots, maintain-

ing that speed all night. In the evening the curio room was opened up, and along each mess-deck now nothing else can be seen but boxes and parcels of all sizes and descriptions.

Wednesday, April 25th.—The glass began to fall rapidly early this morning, and as the wind and sea began to rise we reduced speed. At 7 a.m. it was blowing very strong, and we steered towards the coast and dropped anchor at Douarnenez Bay, about fifteen miles from Brest, arriving there about 12.45. As we were not in sight of the signal station, the "Bat" went out and reported our arrival by signal. The boats had used a good deal of coal this trip and we had to supply them with some.

Friday, April 27th.—The gale having considerably abated, at 6.15 a.m. we weighed and left Douarnenez Bay, steaming at 15 knots, the "Bat" taking up a position right ahead and the "Myrmidon" astern. Land was sighted at 3.30 p.m., with Eddystone Lighthouse on the port bow. A salute of 17 guns was fired as we entered the breakwater, and at 5.45 we anchored. We received nine bags of mails, as well as heaps of other correspondence. The most important news that arrived was as to the disposal of the crew, etc. : "On arrival at Portsmouth the crew will be reduced to a nucleus crew, which will take the ship to Chatham in time to pay off on May 14th, recommissioning the following day by the crew of H.M.S. "Edgar." Orders were given in the evening to raise steam for 15 knots by 8 a.m. Leave was given till 7 a.m.

Saturday, April 28th.—At 8.30 a.m. we weighed anchor and left Plymouth, steaming at 15 knots, bound for Portsmouth. We kept pretty close to the land all the way, reaching the Isle of Wight at 3.30 p.m. Opposite Ventnor we passed the "Duke of Edinburgh," going very fast, apparently on a steam trial. At 5.30 we anchored about one and a-half miles outside Spithead. Leave was given till 7.30 a.m. the following morning.

Sunday, April 29th.—Usual routine. The gunboat "Insolent" was alongside at 1 p.m. for the liberty men. We received orders to be ready by 8.30 a.m. to-morrow to go alongside the wharf up the harbour.

Monday, April 30th.—Everything was ready by 8.30 a.m., and the pilot was brought out by the gunboat, which took off the liberty men; but it was just 9 a.m. before we got under weigh. We neared the Southsea beach very closely, on which were numerous photographers. Two large tugs then came alongside, and, after getting up the harbour, they were used to slew us round. In the stream we passed the following ships:—"Exmouth," "Royal Arthur," "Katoomba" (who was flying a paying-off pendant), several Royal yachts, and the "Queen" (who was also to pay off).

Tuesday, May 1st.—A signal was placed on the board to the effect that the crew will be reduced on the 10th of May. At 9 a.m. this morning the "Katoomba," from the Australian Station, paid off, she having been practically

dismantled since her arrival home. Mails come pretty frequent now, and it is quite a change to see papers dated the same day. What a difference to China, where you get them four or five weeks old!

Wednesday, May 2nd.—The general leave men returned this morning. Coaling screens, etc., were rigged, and we prepared for coaling. This commenced about 8.30 a.m., the lighters being placed alongside, but this time fitted with Temperleys. Leave (general) was given to the port watch from 5 p.m., and the majority went ashore. The tradesmen were again allowed on board, the chief amongst them being a fellow who sold photographs of us coming into harbour, two of which, "Passing the Baltic Fleet" and "Crossing the Bay with the Destroyers," had been "got up." Here I may mention that the two boats coaled and left on Monday morning for Chatham, of course taking our men with them.

Thursday, May 3rd.—Painting ship was again the order of the day, the ship's side and cowls being finished. A general signal was made to the effect that the "Sutlej" will sail for Chatham on May 10th, which is the same date we are reducing the crew. Leave (special) was given to the starboard watch from 5 p.m., and with the other watch on general leave the ship feels empty.

Hardly anything of interest or importance occurred until May 7th, when the Prince and Princess of Wales arrived from their tour in



THE FUNNY MEN OF THE "SUTLEJ."

the "Renown." She anchored at Spithead about 6.30 p.m. that day, and at 11 a.m. on the 8th proceeded up the harbour, and tied up alongside the south railway jetty, which, as well as the station, was decorated. An address was presented by the Mayor and Council to T.R.H. on their landing at 3 p.m.

On Thursday, May 10th, the ship's company was reduced to a nucleus crew, the remainder being paid up at 9.30 a.m. and proceeding on leave. At 1 p.m. the ship was ready to proceed, steam having been ordered for 14 knots by that time. The tugs were alongside, and at 1.30 p.m. we were well on our way down the harbour. Nothing occurred on the trip to Chatham, except that outside we found it rather foggy; but that cleared away on the following day. We anchored on the night of the 10th, but proceeded the following morning at 7 a.m. We reached Chatham at 2.30 p.m., and were soon alongside the basin, ahead of the "Hawke" and our stern to the stern of the "Aboukir." Leave was given as usual till 7 a.m. each morning.

On Monday, at 8 a.m. the ship was paid off under the superintendence of Captain Brock of H.M.S. "Triumph." The Portsmouth and Devonport ratings were conveyed to their destinations by rail, the remainder proceeding straight on leave. Thus ended the commission of H.M.S. "Sutlej," which will long be remembered by all those who commissioned her, she having visited more places than any other ship for some considerable time.

THE LOG OF

Full list of places and ports visited during the commission, giving the dates of arrival and departure.

ABSTRACT OF MOVEMENTS.

Places Visited.	Date of Arrival.	Date of Departure.	Distance.
	1904.	1904.	MILES.
Portsmouth	Nov. 19	Nov. 29	
Gibraltar	Dec. 2	Dec. 6	1,160
Malta	" 9	" 12	980
Port Said	" 15	" 15	940
Ismaila	" 15	" 16	} 1,200
Suez	" 16	" 18	
Perim	" 22	" 22	} 100
Aden	" 23	" 23	
Perim	" 24	" 27	100
	1905.	1905.	
Colombo	Jan. 3	Jan. 6	2,190
Pulo Weh	" 9	" 10	} 1,590
Singapore	" 12	" 15	
Hong Kong	" 20	" 30	1,450
Samun Bay	" 30	" 31	} 1,695
Long Harbour	" 31	Feb. 3	
Mirs Bay	Feb. 3	" 4	
Hong Kong	" 4	" 14	
Mirs Bay	" 15	" 17	
Hong Kong	" 17	" 17	
Mirs Bay	" 17	" 18	
Hong Kong	" 18	" 28	
Mirs Bay	" 28	Mar. 1	
Hong Kong	Mar. 1	" 1	
Long Harbour	" 1	" 3	
Long Harbour	" 3	" 7	
Tolo Bay	" 8	" 11	
Hong Kong	" 11	" 21	
Long Harbour	" 21	" 27	
Samun Bay	" 29	" 30	
Long Harbour	" 30	" 31	
Hong Kong	Mar. 31	April 8	

ABSTRACT OF MOVEMENTS—*continued.*

Places Visited.	Date of Arrival.	Date of Departure.	Distance.
1905.	1905.	1905.	MILES.
Singapore	April 12	April 28	1,450
Singapore	" 28	May 9	
Singapore	May 9	" 16	1,450
Singapore	" 16	" 27	
Hong Kong	June 1	" 24	
Hong Kong	July 24	" 27	
Chemulpho	" 31	Aug. 2	1,200
Wei-hai-Wei	Aug. 2	" 10	228
Wei-hai-Wei	" 12	" 30	1,410
Quelpart Island	" 31	" 31	
Yung Shing Bay	Sept. 1	Sept. 1	
Wei-hai-Wei	" 2	" 4	
Ki Ming Island	" 4	" 7	42
Wei-hai-Wei	" 7	" 14	
Wei-hai-Wei	" 14	" 20	
Chefoo	" 20	" 22	
Chinampo	" 23	" 25	213
Elliott Islands	" 25	" 26	143
Dalny	" 26	" 30	50
Wei-hai-Wei	" 30	Oct. 2	94
Kobe	Oct. 5	" 10	928
Yokohama	" 11	" 25	390
Kobe	" 26	" 31	390
Cone Island	" 31	Nov. 1	190
Kure	Nov. 1	" 4	
Miyajima	" 4	" 5	275
Ikituskishima Is.	" 5	" 6	
Sasebo	" 6	" 8	
Nagasaki	" 8	" 11	
Woosung	" 13	" 27	470
Amoy	" 29	" 30	709
Hong Kong	Dec. 1	Dec. 5	350
Mirs Bay	" 5	" 6	185
Long Harbour	" 6	" 9	
Hong Kong	" 9	Jan. 8	
1906.	1906.	1906.	
Subic Bay	Jan. 10	Jan. 11	

ABSTRACT OF MOVEMENTS—*continued.*

Places Visited.	Date of Arrival.	Date of Departure.	Distance.
1906.	1906.	1906.	MILES.
Manila	" 11	" 14	650
Kalutan Islands	" 15	" 16	} 682
Straits of Tega	" 16	" 17	
Labuan	" 17	" 18	
Saigon	" 20	" 24	
Bangkok	" 27	" 30	608
Pulo Condoré Is.	Feb. 1	Feb. 2	} 1,596
Hong Kong	" 7	Mar. 4	
Anamba Islands	Mar. 8	" 8	} 1,450
Singapore	" 9	" 12	
Colombo	" 17	" 20	1,590
Aden	" 27	" 27	2,100
Perim	" 28	" 28	100
Suez	April 2	April 2	1,220
Ismaila	" 2	" 3	} 87
Port Said	" 3	" 5	
Malta	" 9	" 11	940
Gibraltar	" 14	" 16	980
Peniche	" 18	" 20	} 1,160
Ferrol	" 21	" 24	
Douarnenez	" 25	" 26	
Plymouth	" 27	" 28	
Spithead	" 28	" 30	
Portsmouth	" 30	May 10	
Chatham	May 11	Paid Off	200

Total number of miles travelled during Commission 35,579

Total number of tons of coal consumed during
 Commission 26,651

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